



GENERAL PLAN and LOCAL COASTAL PROGRAM 1990-2005

**Volume II of III:
Area and Specific Plan Summaries**

**Adopted October 27, 1992
*Last amended October 25, 1994***

The City of Santa Cruz 1990-2005 General Plan
is presented in three volumes:

- Volume I: General Plan Elements;
Local Coastal Program Summary
Volume II: Area & Specific Plan Summaries
Volume III: Implementation & Monitoring:
General Plan Glossary

Each volume contains a table of contents, a list of maps and tables, and an index.

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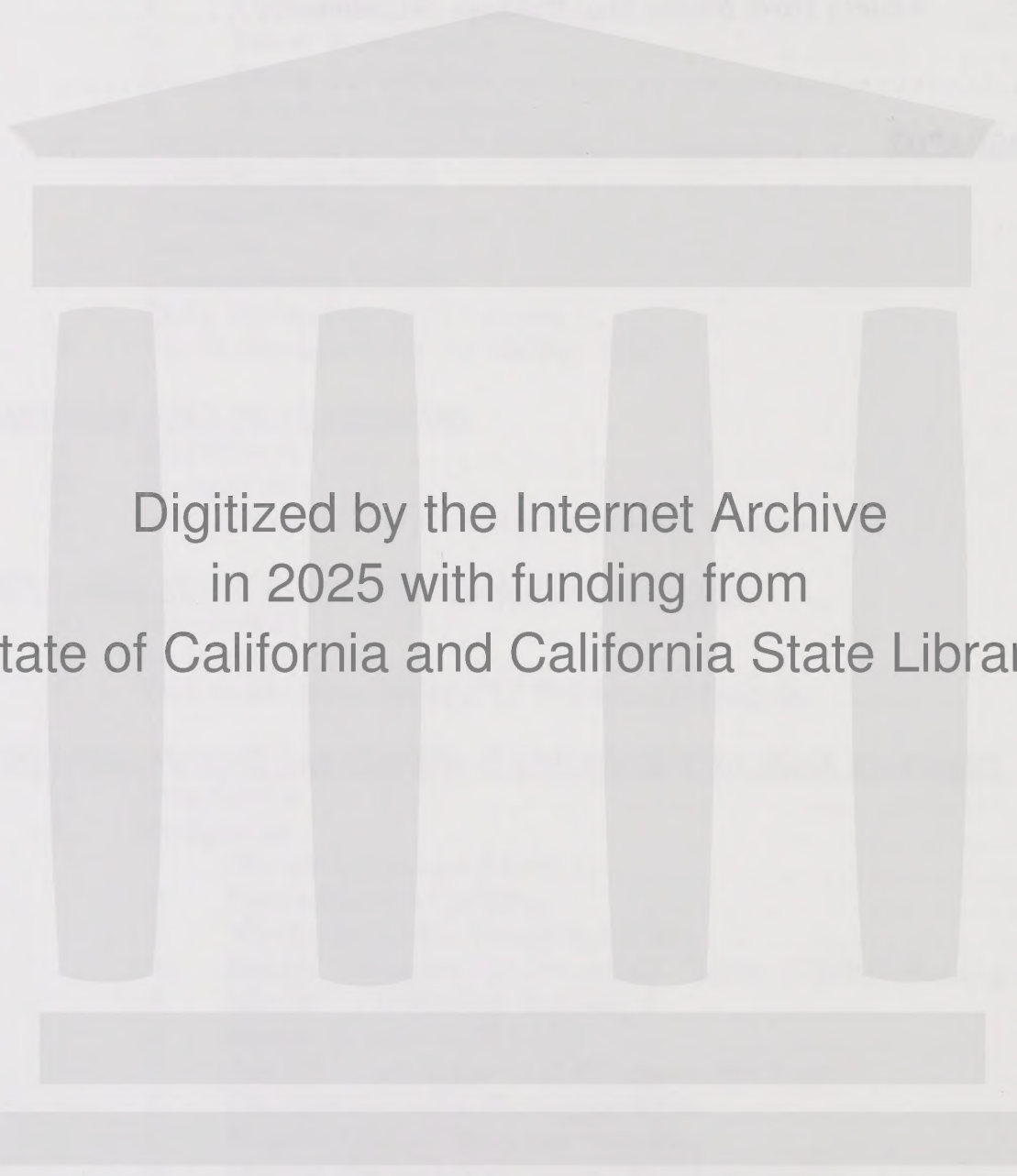
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AREA AND SPECIFIC PLAN SUMMARIES

INTRODUCTION

The City develops and adopts detailed plans and guidelines for areas of special concern to establish land-use and/or design guidelines or to protect natural resources. These plans are a part of and must be consistent with the General Plan and take a number of forms depending on their purpose. However, they are usually prepared separate from the General Plan, usually as a follow-up or as a specific need arises. The City's Area and Specific plans are crucial to maintaining and enhancing the community's unique characteristics and quality of life. While the General Plan provides goals and policies for guiding and evaluating future development for the City as a whole, these plans provide detailed goals and policies for distinct areas to enhance their unique character. In addition to these plans, areas in the City under the direct land-use and planning jurisdiction of UCSC, the State Department of Parks and Recreation, and the Santa Cruz Port District have area and specific plans that are prepared for them.

This chapter of the General Plan summarizes the following area and specific plans:

- Beach Area Plan
- Downtown Recovery Plan
- Lighthouse Field Plan
- Moore Creek Access and Management Plan
- Natural Bridges State Park*
- Neary Lagoon Enhancement Plan
- San Lorenzo River Design and Enhancement Plans
- Santa Cruz Harbor Development Plan*
- Seabright Area Plan
- Twin Lakes State Beach*
- UCSC Long Marine Lab*
- UCSC Long Range Development Plan*
- Western Drive Master Plan

- * Plans are for areas not under the City's direct land-use and planning jurisdiction and have been developed by other agencies. However, the City assumes land use planning and regulatory authority over State Parks and Harbor lands in the Coastal Zone above the mean high tide line pursuant to section 30519 of the Coastal Act. (See Map ASP-1 for the locations of these areas.)

An area plan addresses a particular subject area within the overall planning area and is adopted in the same manner as a general plan amendment. An area plan refines the policies of the general plan as they apply to a smaller area and is implemented by local ordinances such as those regulating land use and subdivision. An area plan must be consistent with the general plan of which it is a part.

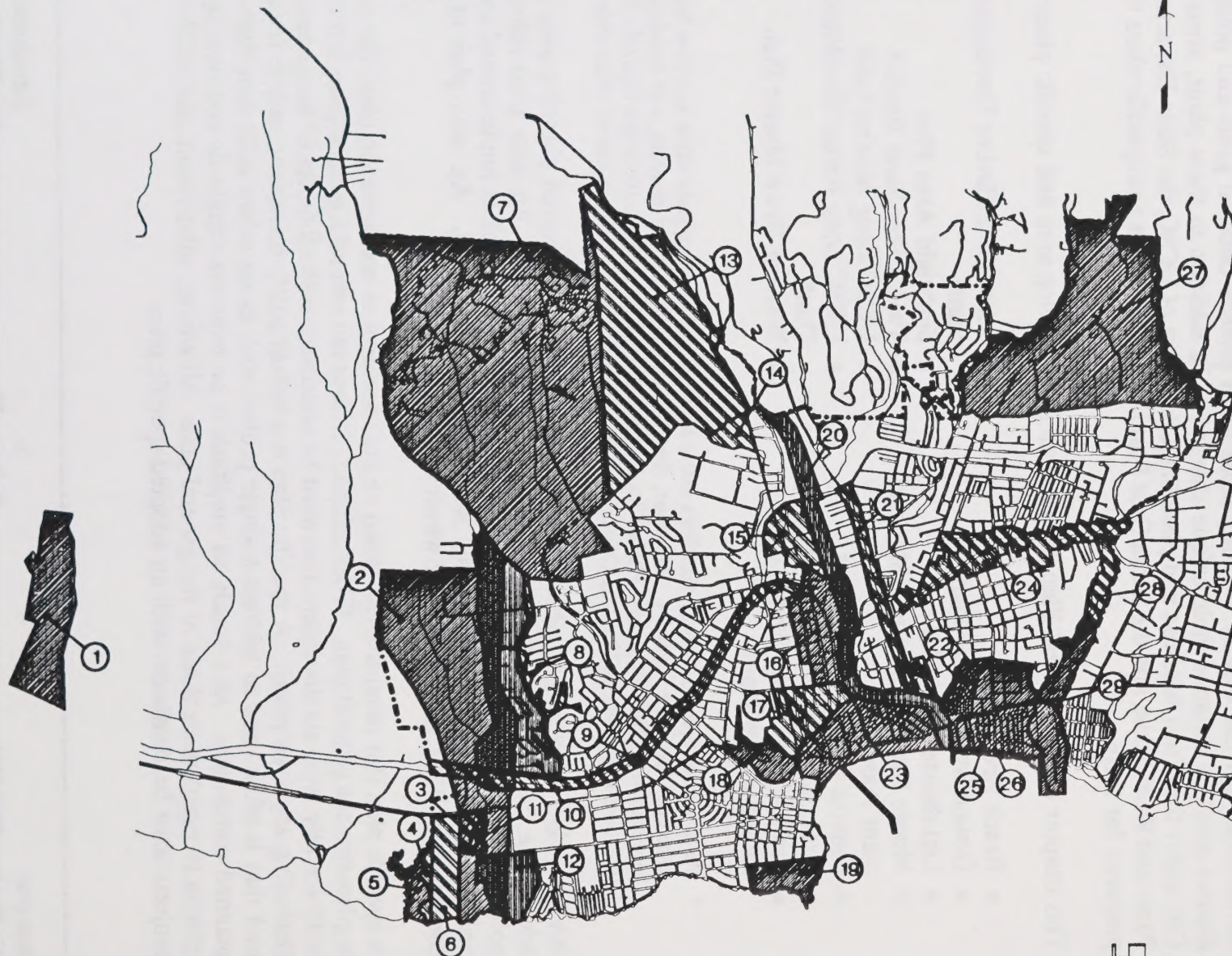
A specific plan (for natural areas called an enhancement or management plan) like zoning, implements the general plan. When adopted, it does not amend a general plan, but instead is an entirely separate document that must be consistent with all facets of the general plan (including any area plans). A specific plan is a hybrid policy statement and/or regulatory tool that is often used to address a single project such as an urban infill development or planned community. As a result, its emphasis is on concrete standards and development criteria to supplement those of the general plan. All zoning, subdivision, and public works projects must be consistent with an adopted specific plan.



MAP ASP-1: AREA AND SPECIFIC PLANS

The City of Santa Cruz, California

N



LEGEND

- 1 LANDFILL
- 2 MOORE CREEK CORRIDOR AND ACCESS PLAN
- 3 SWENSON SPECIFIC PLAN
- 4 LONG MARINE LAB PLAN
- 5 YOUNGER LAGOON MANAGEMENT PLAN
- 6 TERRACE POINT SPECIFIC PLAN
- 7 U.C.S.C. LONG RANGE DEVELOPMENT PLAN
- 8 ARROYO SECO MASTER PLAN
- 9 MISSION STREET CORRIDOR
- 10 WESTERN DRIVE MASTER PLAN
- 11 ANTONELLI POND
- 12 NATURAL BRIDES STATE PARK PLAN
- 13 POGONIP MASTER PLAN
- 14 GOLF CLUB DRIVE SPECIFIC PLAN
- 15 NORTH RIVER AREA SPECIFIC PLAN
- 16 DOWNTOWN RECOVERY PLAN
- 17 SOUTH OF LAUREL AREA PLAN
- 18 NEARY LAGOON MANAGEMENT PLAN
- 19 LIGHTHOUSE FIELD STATE BEACH PLAN
- 20 SAN LORENZO RIVER DESIGN AND ENHANCEMENT PLAN
- 21 OCEAN STREET CORRIDOR PLAN
- 22 JESSE STREET MARSH MANAGEMENT PLAN
- 23 BEACH AND WHARF AREA PLAN
- 24 EASTSIDE IMPROVEMENT PROJECT
- 25 SEABRIGHT AREA PLAN
- 26 TWIN LAKES STATE BEACH PLAN
- 27 DELAVEAGA MASTER PLAN
- 28 ARANA GULCH
- 29 SANTA CRUZ HARBOR

 EXISTING PLAN AREA
 PROPOSED PLAN AREA

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Source: Santa Cruz City
Planning Department, 1992

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BEACH AREA PLAN SUMMARY

Adopted July 1980¹

A. INTRODUCTION

The Beach Area is a remarkable physical and social microcosm. Composed of the Beach Flats, Beach Hill, Beach Commercial, and Municipal Wharf subareas, this moderately sized area of less than 100 acres is home to over 1,800 permanent residents and the Santa Cruz Beach and Boardwalk recreational facility. As the City's major visitor area, the Beach Area must accommodate vast numbers of summer visitors in a confined space with limited access. The residential areas of Beach Hill and Beach Flats require some protection from the impact of cars and visitors. At the same time it is important that visitors enjoy the recreational opportunities of the coast, as tourism is an important element of the economy.

The Beach Area Plan was prompted by an uncertainty about the future of certain areas, especially the Beach Flats. For a number of years prior to 1980, the area was designated for future commercial uses. With the planning for the 1980 General Plan, there was a desire to acknowledge an existing viable residential area. The Plan was developed to establish a policy basis for the Beach Flats as a residential neighborhood, to allow a number of public improvements appropriate to residential areas, and to put it and the other three distinct beach areas into an overall planning framework. A 1978 a "Wharf Design Framework" giving policy guidance to the Wharf was incorporated into that framework.

Since the 1980 adoption of the Beach Area Plan much work has been done, including the adoption of a master plan for the Beach Street Promenade that serves as the blueprint for improvements to Beach Street and areas along the beach front.

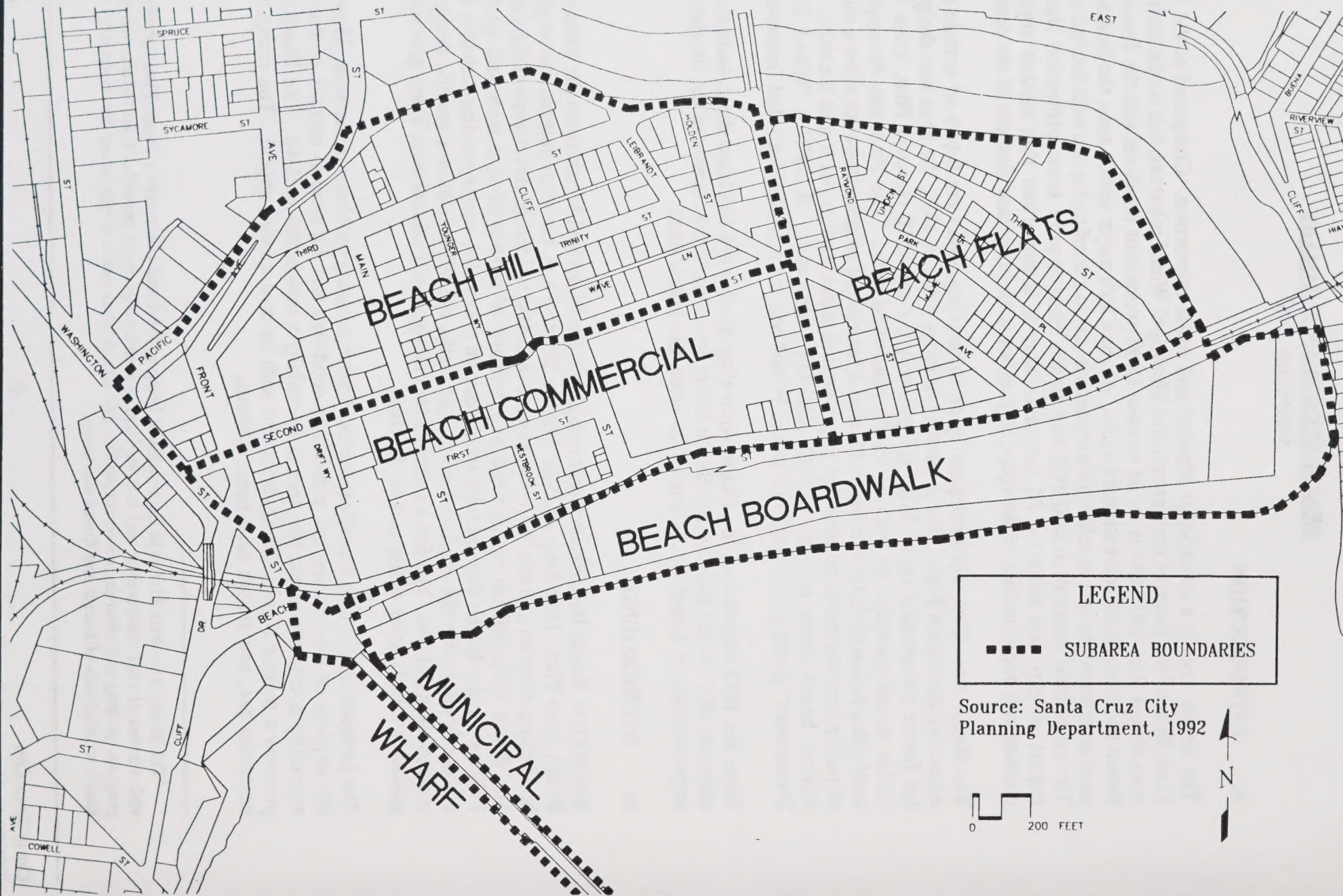
B. BACKGROUND

Beach Flats, Beach Hill, Beach Commercial and the Municipal Wharf form the basis of the Beach Area Plan. (See Map ASP-2) For the Beach Flats, the Plan emphasizes neighborhood characteristics and establishes what were then new residential development regulations. For Beach Hill, policies recommend maintenance of residential and historical qualities. Policies for the Beach Commercial area focus on promoting visitor-serving activities along the area's edge with the sand and water, and lastly, the Wharf outlines specific design and management policies. The San Lorenzo River Design and Enhancement Plans give specific guidance for planning along and in the river.

The juxtaposition of uses is really the crux of most planning problems in the area. However, the impacts of tourism are not a constant condition and for several months of the year, especially during the week, the area is essentially a residential enclave. The Beach Area presents a unique residential environment with its own special appeal. The recreational amenities are, and always have been, obvious.

¹The Beach Area Plan is in the process of being updated and will include a Beach Flats Specific Plan with a series of code enforcement and housing improvements programs, a potential Third Street realignment program, parking and other improvement studies, and also policies aimed at expanding the relationship of the Beach to the South-of-Laurel and Downtown areas.

MAP ASP-2: BEACH AREA
The City of Santa Cruz, California

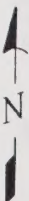


LEGEND

■■■■ SUBAREA BOUNDARIES

Source: Santa Cruz City
Planning Department, 1992

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**C. BEACH AREA PLAN (BAP)
GOALS, POLICIES, AND PROGRAMS**

COMMUNITY DESIGN

-  1.1 The scale, height, bulk and color of new or expanding development in the Beach subareas should be evaluated in terms of the design guidelines which appear in Tables ASP 3, 4, 5, and 6. (BAP, p. 68)
- 1.2 Landscaping should be required to enhance new development of public and private projects, and should be of an indigenous type compatible to the area; existing attractive landscaping should be protected and preserved. (BAP, p.68)
- 1.3 Create a visual and functional link between the Boardwalk and the Municipal Wharf, along the length of Beach Street. (BAP, p. 67)
- 1.4 Excessively garish and gaudy signs, billboards, and building colors should be replaced over time, with graphics and colors consistent with the design guidelines articulated in the Beach Area Plan. (BAP, p. 68)
- 1.5 Adopt design guidelines to positively influence further physical development in the Beach Commercial and Beach Hill subareas. (BAP, p. 118)
- 1.6 Implement design guidelines aimed at preserving and enhancing the intimate scale and local character of the wharf and its overall appearance. (BAP, p. 118)
 - 1.6.1 The preservation and enhancement of intimate scale and local character is essential to future growth, and therefore must be encouraged in any renovation or expansion. No development at all is preferable to development which destroys the wharf's uniqueness. (BAP, p. 77)
- 1.7 The scale, height, bulk and color of new or expanded physical development should reflect and strengthen the best existing examples in the immediate vicinity of the Beach Hill area. (BAP, p. 57)
-  1.8 Preserve existing landscaping and encourage new landscaping which will emphasize the visual prominence of Beach Hill. Emphasis should be placed on indigenous forms. (BAP, p. 58)
-  1.9 New development on the bluffs of the Beach Hill subarea should visually emphasize and enhance this natural topographic resource. (BAP, p. 58)

- 1.10 Develop guidelines for new construction and renovation to retain the unique Cottage City character of the Beach Flats subarea, and improve overall appearance. (BAP, pp. 39 and 115)
- 1.11 Implement special design treatments for major entries to the Beach Hill subarea and at major intersections. (BAP, pp. 58, 117)

LAND USE

-  2.1 Recognize the Beach Area's draw as a regional tourist attraction and develop programs to minimize this activity's adverse impact on local residents. (BAP, p. 49)
-  2.2 Provide areas for commercial/recreational uses in the Beach Area including the periphery of the Beach Flats (BAP. p. 49)
-  2.3 Given the configuration of parcels in the Beach area, the existing development pattern, and the need for housing, develop the remaining residential area (Beach Hill and Beach Flats) at the existing densities — approximately 44 dwelling units per acre. (BAP, P.18)
-  2.4 Develop zoning standards which provide for residential stability, and which encourage the improvement of residential quality in the Beach Flats subarea. (BAP, p. 115)

CIRCULATION

-  3.1 Alter the direction of traffic flow and configuration to facilitate efficient vehicular movement, and to help segregate tourist traffic from local residential traffic. (BAP, p. 19)
-  3.2 Develop a circulation system and accompanying street pattern which directs tourist traffic around the perimeter of the Beach Flats rather than through it. (BAP, pp. 43, 49, 116)
-  3.3 Encourage non-automobile modes of transportation in the overall Beach Area. (BAP, p. 18)
-  3.4 Create more attractive and functional pedestrian facilities in the overall Beach Area, especially those connecting the Municipal Wharf with the beach and Boardwalk. (BAP, p. 18)

-  3.5 Pursue transportation programs elsewhere in the City and region that would lessen impacts on the Beach Area. (BAP, p. 50)
-  3.6 Create a more attractive pedestrian environment on the Municipal Wharf by reorganizing vehicular and pedestrian areas, creating a widened pedestrian promenade along the western side of the wharf, increasing public commons space throughout the wharf, developing an open tram (small enough to run along the pedestrian promenade and linking the wharf with parking and amusement areas of the Beach and Boardwalk) and, lastly, developing a lighting system to increase illumination levels in pedestrian areas by using low-scaled poles and fixtures. (BAP, pp. 76, 118)
-  3.7 Create a pedestrian-oriented Beach Street promenade and implement Beach Street promenade improvements. (BAP, p. 114)
-  3.8 As part of the overall traffic improvement program in the Beach Area, improve the appearance and traffic flow of the Beach Street/Municipal Wharf intersection. (BAP, pp. 67, 69, 114, 117)
-  3.9 Reduce the volume of traffic, redirect beach-oriented parking to expanded public parking sites and improve pedestrian accessibility, safety and circulation in the Beach Hill subarea. (BAP, p. 57)
-  3.10 Minimize traffic conflicts within the Beach Commercial subarea; identify a site for peripheral parking opportunity and a beach shuttle service to the Beach Area. (BAP, p.67)
- 3.11 Expand the serpentine traffic pattern on Second Street. (BAP, p.114)
- 3.12 Lessen the impact of tourist activity in the Beach Area by providing additional parking spaces for the public and additional parking opportunities reserved for area residents. (BAP, p. 19)
-  3.13 Evaluate the possibility of providing restricted parking for Beach Flats residents during peak summer weekends and holidays. (BAP, pp. 43, 49)
-  3.14 Develop a scheme for reserved on-street or off-street parking for Beach Area residents. (BAP, p. 116)
- 3.15 Create a multi-use parking structure located at the corner of Beach Street and Riverside Avenue. (BAP, p. 118)

- 3.16 Change ingress and egress to the Seaside Company's parking lot (Beach St. and Riverside). (BAP, p. 115)
-  3.17 Create visual and pedestrian links between the Beach Commercial subarea and Beach Hill. (BAP, p. 68)
-  3.18 Develop specific plans for street trees, pathways, and sidewalk improvements to upgrade the general appearance of various streets including streets in the Beach Flats area. (BAP, pp. 45, 116)
-  3.19 Initiate special street-paving techniques consistent with the program for the overall Beach Area. (BAP, pp. 69, 118)
-  3.20 Coordinate improvement of the San Lorenzo levee to provide non-auto pathway access between the Pacific Avenue and the Beach Area. (BAP, p. 45, 116)
-  3.21 Develop entry points to Beach Hill that will visually identify this subarea and discourage through automobile traffic. (BAP, p. 57)
-  3.22 Implement a Beach Hill street beautification program coordinated with those recommendations specified for the Beach Flats, the Beach Commercial subarea and the Municipal Wharf. (BAP, pp. 60, 117)
-  3.23 Upgrade the Cliff Street stairway and the Front Street pathway. (BAP, pp. 60, 117)
-  3.24 Maintain a minimum of 3,350 parking spaces in the overall Beach Area and implement no projects that would reduce this number below the floor figure of 3,350. (BAP, p.114)

HOUSING

- 4.1 Provide for residential stability and improved residential quality by adopting development standards for residential uses in the Beach Flats. (BAP, p. 37)
- 4.2 Maintain existing housing stock and provide additional housing affordable to below-average income people through use of the Housing on City Lands program, affordable housing units, etc. (BAP, pp. 42, 116)
- 4.3 Improve housing conditions by focusing the Unified Housing Rehabilitation Program on Beach Flats; developing hazardous conditions abatement

program; and exploring other approaches to improve conditions, i.e., pre-sale inspection, State tax code compliance program. (BAP, pp. 41, 115)

- 4.4 Minimize permanent relocation of persons except under unsafe or unusual circumstances. (BAP, p. 42)
- 4.5 Ensure residential stability and encourage the physical improvement of residential structures in the Beach Area through implementing programs which provide adequate public facilities and services and rehabilitation opportunities for improving housing conditions. (BAP, p. 17)

ECONOMIC DEVELOPMENT

-  5.1 Encourage the development of commercial uses in the Beach Area which have year-round as well as seasonal potential. (BAP, p. 17)
-  5.2 Encourage commercial uses in the Beach Commercial subarea which have year-round as well as seasonal potential. This is especially relevant to the opportunity sites fronting on Beach Street. (BAP, pp. 68, 118)
-  5.3 Assume a major role in managing the development of the Wharf and in undertaking an ongoing solicitation of desired uses and available monies to achieve the goals and policies and to enforce the design criteria set forth in the Wharf plan. (BAP, pp. 77, 118)
-  5.4 Expand the Municipal Wharf in two areas: The Wharf agora area closer to shore; "arm" extension near the Wharf's end. See Table ASP-7. (BAP, pp. 77, 118)

COMMUNITY FACILITIES AND SERVICES

- 6.1 Improve public services and facilities to adequately handle the unique pressures which are found in the Beach Area. This includes addition to and upgrading of the existing infrastructure (water and sewer system), improvement to public services (police protection, fire protection, refuse collection), and improvement to amenities in the area (street lighting and landscaping, parks and recreational facilities). (BAP, p. 19)
- 6.2 Provide adequate public services and facilities for tourists, to minimize impacts on surrounding areas. (BAP, p. 49)
- 6.3 Improve police and fire protection to respond to the unusual pressures and problems which result in the Beach Flats subarea from tourist activities. (BAP, pp. 47, 116)

- 6.4 Provide public services to increase litter patrol and other problems caused by Beach/Boardwalk users. (BAP, p.47)
- 6.5 Enforce the City's laws pertaining to traffic violations and littering. (BAP, p. 115)
- 6.6 Monitor and improve refuse collection services and facilities in the overall Beach Area. If additional receptacles are needed, implement necessary improvements. (BAP, pp. 48, 115, 116)
- 6.7 Develop a street lighting program to improve lighting to meet the special needs of the Beach Flats subarea. (BAP, pp. 45, 116)
- 6.8 Upgrade the existing water and sewer system to alleviate problems resulting from substandard mains and other system inadequacies. (BAP, pp. 47, 115, 117)

PARKS & RECREATION

- 7.1 Pursue an acquisition program to acquire land for a neighborhood park in the Beach Flats area. (BAP, pp. 45, 115)
- 7.2 Convert Carmelita Cottages to a recreation facility serving both local residents and visitors. (BAP, pp. 60, 115, 117)

CULTURAL RESOURCES

- 8.1 Protect and enhance the unique historical, archaeological, architectural and aesthetic qualities which are present in the Beach Hill subarea. (BAP, p. 57)

Beach Flats Design Guidelines

The following guidelines are intended to preserve and enhance the scale and flavor of the Beach Flats; they are *not* intended to preserve substandard physical conditions which exist in the area.

- Attempt to accommodate a variety of architectural styles, reflective of the existing diversity of the subarea.
- New construction should be consistent with the major architectural elements and design features existing in the area. These include:
 - Varying setbacks from the street;
 - Varying orientation and entrances; and
 - Appropriate colors and materials.

Because of the existing diversity of architectural elements, careful study must be given to design requirements on a site-specific basis.

- Retain a scale appropriate to existing development and street widths. This can be accomplished by:
 - Keeping building heights compatible with existing development;
 - Stepping back larger development from the street, keeping a one-story segment toward the sidewalk; and
 - Breaking up larger buildings into small architectural segments.
- Use materials compatible with existing development. These include:
 - Stucco
 - Horizontal wood siding; and
 - Other painted wood.

Compatible materials do *not* include those of a contemporary character, such as:

 - Shingles;
 - Stained exterior plywood;
 - Diagonal siding; or
 - Highly reflective materials, such as aluminum or mirrored glass.

- Use colors and details consistent with existing development. These include:
 - Pale, light colors for buildings with bright, colored trim.
 - Colored roofs or composition shingles; and
 - Small balconies and decorative railings.
- Use landscape materials to provide accent color, define spaces and break up large masses. Such materials may include:
 - Bright annuals or perennials in window boxes;
 - Color accents and flowering shrubs as foundation plantings;
 - Formal central accents in entry courts;
 - Shade trees in conjunction with seating areas; and
 - Low formal hedges at property lines and along walkways.
- Use architectural features to provide continuity and sense of community involvement by relating to the pedestrian space. Such features may include:
 - Various types of fenestration; and
 - Porches and entryways.
- Attempt to screen automobiles from pedestrian view. This can be achieved by:
 - Avoiding front yard parking areas;
 - Favoring closed garage storage to open carports; and
 - Use of intense landscaping for screening.
- Attempt to retain the integrity of the design of the older units by renovating or adding units of compatible design.
- Attempt to avoid artificial mimicry of older units in new construction.

Beach Hill Design Guidelines

- The siting, scale, and design of new development should be consistent with the immediate surrounding development to continue the established pattern and character of the street.
- New development or major renovation to existing building forms and exterior building design should incorporate broken-up massing to simulate the width and spacing of existing residences immediately surrounding the proposed site; building features such as windows, railings and stairways, should reflect the established rhythm of both residential examples. Variations in the height and orientation of roof plans should be carried out such that a large single building can seem to be a cluster of detached residences.
- The height and width of any new development or major renovation should, where practical, avoid blocking ocean views and panoramic views of the City from various vantage points. Height and width of the structure should be used to reinforce the form of Beach Hill, especially on bluffs where the visual emphasis should be expressed as vertical rather than horizontal lines. Again, height and width should be seen as part of the total street scene, and structures should be avoided which appear as individual monuments with no relationship to the overall image of the street.
- Front setbacks of new developments should be situated so that opposing setback lines achieve visual variety along the street. Front setbacks should *not* be occupied by exposed off-street parking. Retaining walls and stone curbing should be constructed to match the existing features, providing a visually unifying element into the Beach Hill subarea.
- Access to new development should be located to minimize the number of curbs, gutters and driveways into the site. These entries should be compatible with the proposed street beautification scheme.
- New development should provide landscaping that complements the area by continuing locally dominate species, supplementing street trees with private landscaping, and retaining significant existing trees and shrubbery wherever possible.

Beach Commercial Design Guidelines

- New development and extensive renovation in the subarea should feature variations in height and orientation of roof planes, so that a single building will appear to be a cluster of smaller structures; in addition, new development should incorporate parking below grade so as to screen parking from view as much as possible, and also take full advantage of sloping ground which offers maximum views to the beach and ocean.
- Development and renovation along Beach Street should utilize physical elements, such as awnings, canopies, trellis work, etc. to emphasize the pedestrian scale of the Beach Street promenade (these should be located approximately eight feet above the sidewalk level). Development along Beach Street should utilize materials and colors which give uniformity to the entire streetscape. Seating areas and landscaping should be compatible with the proposed Beach Street promenade concept and avoid, where possible, blocking ocean views. Signing along Beach Street should be of a subdued nature, suggesting an overall theme rather than individual competition.
- Development along Second Street should incorporate the established residential character and design features which appear on the Beach Hill side of the street. Off-street parking should be located below grade, or be screened by extensive landscaping. Signing on Second Street should be of a decorous nature.
- Development along Main Street and Cliff Street should reflect the character of the best architectural examples in the immediate vicinity. The number of curb cuts and driveways into specific sites should be minimized as much as possible, utilizing underground or highly screened parking areas. Stark, blank walls facing the street should be avoided, and architectural features should be incorporated which create a human scale at pedestrian level. Development or major renovation here should be of a height and width as to be seen as part of the total scene and avoid appearing as an individual monument with no relationship to the overall image of the street. Front setbacks should continue to be used for private landscaping where appropriate. Other street improvements should be compatible with the proposed street beautification scheme for the overall Beach Area.
- Landscaping throughout the Beach Commercial subarea should continue to emphasize locally dominant species. Heritage trees and significant existing vegetation should be preserved and private landscaping should adhere to the same standards as those landscaping improvements created in the public right-of-way.

Wharf Design Criteria**Architectural Criteria:**

The intent of these guidelines is to ensure that all development on the wharf contributes to making it a unique and special place. Five basic principles are to be followed:

- ★ Responsibleness to the marine surroundings;
- ★ Creation of a pleasant pedestrian atmosphere;
- ★ Maintenance of small-scale buildings;
- ★ Reflection of the wharf's diversity; and
- ★ Achievement of a unified wharf complex.

<u>Goals</u>	<u>Policies</u>	<u>Actions/Criteria</u>
1. <u>Preservation and Reinforcement of the Wharf's Unique Identity</u>		
■ Greater awareness of wharf throughout Santa Cruz.	◆ Clarify and identify routes to wharf along major traffic arteries.	▶ Introduce prominent directional signs along traffic routes. ▶ Design directional signs to include distinctive wharf logo. ▶ Paint handrails white. ▶ Increase use of white and bright colors. ▶ Allow second story on selected buildings to vary wharf's profile. ▶ Establish distinctive lighting scheme. ▶ Encourage neon signs. ▶ Introduce clusters of flagpoles at significant deck areas.
	◆ Enhance visibility of wharf from shore.	▶ Replace parking in center of intersection with landscaped area. ▶ Introduce major piece of civic sculpture at wharf entrance. ▶ Establish strolling and sitting area in first 200 yards of wharf approach zone.
	◆ Clarify wharf entrance.	▶ Promote studies of local nautical history for use in newspapers and tourist publications, and for exhibition in public buildings and on the wharf. ▶ Encourage the display of local historical material, particularly newspapers, photographs and artifacts. ▶ Promote businesses that deal in nautical artifacts and marine antiques. ▶ Direct amusement-type activities to Boardwalk area. ▶ Direct professional offices, large-scale shops, general merchandise stores, etc. to more suitable downtown or shopping center locations.
	◆ Promote a greater awareness of the wharf's role in local history.	

Goals

Policies

Actions/Criteria

- ◆ Develop a distinctive and coherent architectural vocabulary.
- ◆ Maintain historic continuity and physical fabric of the wharf.
- ◆ Develop a bright, colorful and lively seaside atmosphere.
- ◆ Preserve and enhance views from the wharf.
- Greater awareness of wharf uses and processes by wharf uses.
- ◆ Establish graphic design system for use by the wharf management and tenants on the wharf and elsewhere.
- ◆ Articulate and make more effective all graphic communication by private groups on wharf.
- ▶ Encourage designs that are clear and straightforward; avoid both banality and ornateness.
- ▶ Use appropriate materials such as horizontal wood siding, clapboards, corrugated metal and stucco; avoid monumental and opulent materials.
- ▶ Use building roofs as design elements.
- ▶ Establish fenestration pattern which promotes views into and through buildings.
- ▶ Require use of bright colors and unifying white trim.
- ▶ Limit new construction to areas of wharf expansion.
- ▶ Allow demolition and subsequent redevelopment only when no other alternative is available.
- ▶ Encourage display of local historical material, particularly newspapers, photographs and artifacts.
- ▶ Preserve significant views on all sides of the wharf.
- ▶ Require use of light and bright colors.
- ▶ Encourage sidewalk activity such as strolling, window-shopping and eating.
- ▶ Allow flags and banners as a means of signing.
- ▶ Encourage signs painted directly on building walls.
- ▶ Establish significant view corridors where future building will be prohibited.
- ▶ Maintain leeward (i.e., northeast) side of wharf free from buildings.
- ▶ Require new buildings to allow views through interior to scenery beyond.
- ▶ Allow use of roof decks in commercial areas.
- ▶ Prohibit large motor homes and recreational vehicles with height and bulk which obstruct views to shore.
- ▶ Create wharf logo for all directional signs on and off the wharf and for use by wharf businesses in advertising.
- ▶ Coordinate graphic theme in newspapers and tourist materials.
- ▶ Standardize regulatory signing.
- ▶ Provide signpost near wharf entrance as significant design element indicating wharf activities.
- ▶ Integrate signing with architectural design.
- ▶ Encourage neon signs.
- ▶ Encourage diversity among business signs.
- ▶ Encourage advertising signs and logos painted directly on building walls.

Goals

Policies

Actions/Criteria

- ◆ Choose businesses and activities exhibiting maximum potential for visual interest.
- ◆ Use design elements to distinguish use areas along wharf.

- ▶ Encourage businesses to display merchandise, activities and processes (e.g., candy-making, food preparation, boat unloading).
- ▶ Introduce businesses contributing directly to sidewalk activity, such as sidewalk cafés and open market stalls.
- ▶ Articulate fishing and crabbing areas by architectural detailing.
- ▶ Require building designs to display building activities.
- ▶ Require substantial portions of interiors of new buildings to be visible from sidewalk.
- ▶ Improve signing at significant use areas, e.g., public landing, fish market davits, boating deck space.
- ▶ Enlarge and articulate deck area for charter fishing landing and sinks.

2. The Wharf as Community Resource

- Promotion and management of the wharf as a community investment.

- ◆ Actively seek desirable businesses and activities not presently existing on wharf.
- ◆ Encourage use by a wide spectrum of the City's population.

- Greater use of wharf during off-season and off-hours.

- ◆ Improve night-time ambience on wharf.
- ◆ Promote wharf as year-round commercial and recreational center.

- ▶ Solicit businesses which can contribute to the wharf community by serving both visitors and existing businesses, e.g., small bakery, candy shop, ice cream parlor.
- ▶ Build and manage open market area between bents 35 and 75 for both long- and short-term tenancy.
- ▶ Introduce shops selling marine-related merchandise, e.g., nautical antiques, books and charts, models and toys.
- ▶ Introduce less formal eating and entertainment facilities, e.g., delicatessen, snack bar, coffee house.
- ▶ Introduce new attractions into already existing businesses, e.g., dancing and entertainment in restaurants.
- ▶ Improve and increase low-cost and free activities on wharf, e.g., fishing, crabbing, picnicking, boating.
- ▶ Improve lighting scheme of wharf.
- ▶ Introduce lighting system relating to wharf businesses and pedestrian areas.
- ▶ Introduce night guard.
- ▶ Encourage more late evening activity (e.g., coffee house, pub, entertainment and dancing in restaurants, fishing and crabbing).
- ▶ Choose new businesses and activities with year-round and day-long appeal.
- ▶ Choose new businesses for their interest to local residents rather than for their attractiveness to tourists.

Goals

- Intense and diverse pedestrian activity.

- Diversity of access to an on wharf.

Policies

- ◆ Develop an attractive pedestrian environment on wharf.
- ◆ Preserve and improve views to and from wharf.
- ◆ Choose new businesses and activities which can contribute to a rich pedestrian scene.
- ◆ Ensure adequate and diverse transportation to and on wharf.
- ◆ Ensure access for the handicapped on wharf.

Actions/Criteria

- ▶ Increase amount of pedestrian space serving wharf buildings.
- ▶ Introduce more pedestrian amenities — walkways, lighting, benches, auto-free common spaces, pedestrian drop-offs, etc.
- ▶ Require business signing to address pedestrians.
- ▶ Separate and articulate vehicular and pedestrian circulation systems.
- ▶ Extend the pedestrian space into entrances of buildings greater than 20 feet deep.
- ▶ Introduce businesses contributing directly to sidewalk activity such as sidewalk cafés, market stalls and snack bars.
- ▶ Preserve significant views from wharf in all directions.
- ▶ Establish distinctive lighting scheme.
- ▶ Paint handrails white.
- ▶ Require substantial use of white and bright colors.
- ▶ Allow second stories on selected buildings to vary wharf's profile.
- ▶ Construct visually-prominent "theme building" on new deck space near end of wharf.
- ▶ Require new buildings to allow views through interior to scenery beyond.
- ▶ Prohibit large motor homes and recreational vehicles with height and bulk which block views to shore.
- ▶ Introduce businesses contributing directly to sidewalk activity, such as sidewalk cafés or open market stalls.
- ▶ Choose new businesses which can display merchandise, activities and processes to pedestrians (e.g., candy-making, sail-making).
- ▶ Require views into buildings from adjacent sidewalk.
- ▶ Establish prominent SCMTD bus stop near wharf entrance.
- ▶ Introduce open tram on pedestrian promenade, linking wharf to beach and Boardwalk.
- ▶ Separate and articulate vehicular and pedestrian circulation system.
- ▶ Improve service and delivery systems.
- ▶ Build major public landing for boat access beneath new deck area.
- ▶ Require that all new construction conform to specifications of State's "Physically Handicapped Law".
- ▶ Provide adequate parking for handicapped on wharf.

Goals

- Continued pre-dominance of small-scale businesses.

Policies

- ◆ Protect and continue scale of existing businesses.
- ◆ Maintain continuity among long-time wharf tenants.

Actions/Criteria

- ▶ Limit size of allowable commercial space to 7,000 gross sq. ft. for restaurants and 2,500 gross sq. ft. for other businesses.
- ▶ Place primary emphasis on businesses of up to 1,200 sq. ft. in area.
- ▶ Avoid establishment of large franchise-type business operations.
- ▶ Place primary emphasis on local ownership and management of new businesses.
- ▶ Give present tenants right of first refusal on City terms for lease renewal.
- ▶ Support an active Wharf Lessees' Association.
- ▶ Avoid introducing new businesses which threaten the overall economic health of the wharf.

3. The Wharf as Regional Attraction

- Integration of wharf, beach and Boardwalk into a coherent coastal recreational area.

- ◆ Facilitate ease of access and parking for wharf.
- ◆ Establish clear visual relationship among wharf, beach and Boardwalk.
- ◆ Choose businesses and activities to complement rather than duplicate those on beach and Boardwalk.

- ▶ Develop traffic and parking plan involving entire wharf, beach and Boardwalk area.
- ▶ Introduce open tram system separate from vehicular traffic linking wharf, beach and Boardwalk.
- ▶ Integrate pedestrian and tram circulation among wharf, beach and Boardwalk.
- ▶ Clarify regulatory and directional signing both on and off wharf.
- ▶ Preserve views between wharf and Boardwalk.
- ▶ Use similar detail elements to articulate pedestrian and tramways linking wharf, Beach Street, and Boardwalk.
- ▶ Introduce common lighting theme linking the wharf and Beach Street.
- ▶ Restrict amusement functions to Boardwalk area.
- ▶ Relocate restrooms near wharf entrance to a public cabana in the beach area.

- Intense and diverse marine-oriented pedestrian activity.

- ◆ Develop wharf as an attractive pedestrian environment within a coastal setting.

- ▶ Increase amount of pedestrian space serving wharf buildings.
- ▶ Introduce more pedestrian amenities — walkways, lighting, benches, auto-free common spaces, pedestrian drop-offs, etc.
- ▶ Require business signing to address pedestrians.
- ▶ Separate and articulate vehicular and pedestrian circulation systems.
- ▶ Extend the pedestrian space into entrances of buildings greater than 20 feet deep.
- ▶ Introduce businesses contributing directly to sidewalk activity such as sidewalk cafés, market stalls and snack bars.

Goals

Policies

Actions/Criteria

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|--|--|---|
| <ul style="list-style-type: none">◆ Preserve and improve views both to and from the wharf.◆ Choose wharf businesses and activities which can contribute to a rich pedestrian scene.▶ Introduce businesses contributing directly to sidewalk activity, such as sidewalk cafés or open market stalls.◆ Improve night-time ambience of wharf.■ Increased tourist spending. | <ul style="list-style-type: none">◆ Increase revenue-producing potential of sidewalk areas.◆ Guarantee convenient access to wharf businesses. | <ul style="list-style-type: none">▶ Future wharf uses shall be selected using the following guidelines: (a) Area need for public access shall be set aside prior to leasing of wharf space not currently occupied and approval of adjacent development. (b) Existing space available for commercial fishing, recreational fishing, fish sales, boat launching, or chartering, public access, and public safety shall not be reduced but may be relocated if it better serves those uses.▶ Preserve significant views from wharf in all directions.▶ Establish distinctive lighting scheme.▶ Paint handrails white.▶ Require substantial use of white and bright colors.▶ Allow second stories on selected buildings to vary wharf's profile.▶ Construct visually-prominent "theme building" on new deck space near end of wharf.▶ Require new buildings to allow views through interior to scenery beyond.▶ Prohibit large motor homes and recreational vehicles with height and bulk which block views to shore.▶ Choose new businesses which can display merchandise, activities and processes to pedestrians (e.g., candy-making, sail-making).▶ Require views into buildings from adjacent sidewalk.▶ Improve lighting scheme on wharf.▶ Introduce lighting system relating to wharf businesses and pedestrian areas.▶ Introduce night guard.▶ Encourage more late evening activity (e.g., coffee house, pub, entertainment and dancing in restaurants, fishing and crabbing).▶ Widen sidewalk area serving businesses and increase amenities along it.▶ Increase number of commercial areas serving sidewalk directly.▶ Introduce lighting system related to sidewalk area serving businesses.▶ Improve vehicular circulation and clarify parking layout on wharf.▶ Build auto drop-offs along widened sidewalk.▶ Widen sidewalk areas serving businesses and add appropriate pedestrian amenities.▶ Introduce open tram separate from vehicular traffic and linking wharf entrance and commercial areas. |
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GoalsPoliciesActions/Criteria4. The Wharf as Marine Resource

- | | | |
|--|---|--|
| <ul style="list-style-type: none">◆ Provide increased commercial opportunities during peak use periods. | <ul style="list-style-type: none">▶ Introduce open market stalls in areas near shore to attract business from beach-goers during vacation seasons. | |
|
 | | |
| <ul style="list-style-type: none">■ Enhanced marine and recreational atmosphere. | <ul style="list-style-type: none">◆ Encourage additional fishing and crabbing.◆ Encourage increased boating activity.◆ Encourage commercial uses appropriate to a marine setting.◆ Protect marine environment. | <ul style="list-style-type: none">▶ Build additional deck space at wharf's end for fishing and crabbing.▶ Add lowered fishing deck space alongside existing fishing pier at wharf's end.▶ Introduce fishing "bays" along parking area between bents 112 and 145.▶ Build additional public landing space below wharf deck.▶ Label public landings prominently, adding signs at both deck and sub-deck levels.▶ Establish semi-protected mooring area at wharf's leeward side for commercial and recreational boaters.▶ Choose new businesses which are marine- and/or leisure-oriented (e.g., chandlery, sail-maker, nautical book and chart store).▶ Avoid introducing new activities potentially harmful to marine life.▶ Exploit opportunities to view marine plant and animal life in their natural habitat.▶ Encourage businesses to include public areas which can serve the purpose of a maritime museum (as at Spenger's Restaurant in Berkeley).▶ Expansion of uses which require physical access to the water, such as boating and fishing, shall be provided as part of any wharf decking extension. Adequate support areas for such uses (boat hoist, fish cleaning areas) shall be assured.▶ Expand deck area opposite Wharf Headquarters to serve boating activities.▶ Improve signing at boating areas.▶ Articulate fishing areas along pedestrian routes.▶ Restrict commercial activity to windward side, leaving leeward open for fishing and boating. |
| <ul style="list-style-type: none">■ Expanded awareness of marine resources and ocean-related uses by wharf visitors. | <ul style="list-style-type: none">◆ Expand opportunities for experiencing marine environment.◆ Make areas of marine activity more apparent. | <ul style="list-style-type: none">▶ Consolidate commercial boating activities in enlarged deck area opposite Wharf Headquarters; add new landing space beneath.▶ Enlarge and articulate deck area for charter fishing landing and sinks.▶ Improve signing at commercial boating area.▶ Establish semi-protected mooring area at wharf's leeward side.▶ Renovate existing fish markets while retaining original design qualities to include counters serving sidewalk, large glazed areas in coffee shops, large wall paintings and neon signs. |
| <ul style="list-style-type: none">■ Continued historic tradition of working wharf. | <ul style="list-style-type: none">◆ Continue physical pattern that has grown with wharf.◆ Encourage and publicize commercial boating and fishing activities. | <ul style="list-style-type: none"> |

GoalsPoliciesActions/Criteria5. Service and Security on the Wharf

- | | |
|--|---|
| <ul style="list-style-type: none">◆ Develop architectural vocabulary appropriate to working wharf. | <ul style="list-style-type: none">▶ Maintain and make more visible fish handling functions presently occurring in existing middle area of wharf.▶ Encourage designs that are clear and straightforward; avoid both banality and ornateness.▶ Use appropriate materials such as horizontal wood siding, clapboards, corrugated metal and stucco; avoid monumental and ornate materials.▶ Choose uses which are compatible with the traditions of a working wharf; avoid extremes of over-elegance and cheap honky-tonk. |
| <ul style="list-style-type: none">■ Reduced vandalism and theft. | <ul style="list-style-type: none">◆ Improve night-time ambience on wharf.▶ Improve overall lighting scheme.▶ Introduce lighting system increasing amount of light near businesses and vulnerable pedestrian areas.▶ Introduce night guard.▶ Encourage greater night-time use of wharf by introducing late evening activities such as entertainment and dancing.▶ Provide potential for activity at all public wharf areas.▶ Increase amount of commercial frontage opening onto pedestrian and common spaces. |
| <ul style="list-style-type: none">◆ Increase informal surveillance of all wharf areas. | <ul style="list-style-type: none">▶ Build previously proposed emergency access lane, extending it past fish market area to fishing pier at end of wharf.▶ Provide access between roadway and emergency access lane.▶ Provide turnaround for emergency access lane at area between Looks Den and Cardinale's Seafood.▶ Ensure sufficient turnaround space for delivery and emergency vehicles.▶ Consolidate trash collection areas, both for tenant and for visitor use.▶ Provide visual barriers between pedestrian and service zones where necessary.▶ Make crosswalk areas highly visible to vehicular traffic, and reduce crosswalk length as much as possible. Establish crosswalks as part of overall pedestrian plan. |
| <ul style="list-style-type: none">■ Efficient operation of service and emergency functions. | <ul style="list-style-type: none">◆ Ensure ease of access for service and emergency vehicles.▶ Standardize parking system to 8'6" stalls at 60°. Replace parallel parking with 60° angled parking wherever possible.▶ Establish drop-off zones along sidewalks to help prevent double parking.▶ Prohibit large motor homes and recreational vehicles which inhibit traffic movement and reduce parking capacity. |
| <ul style="list-style-type: none">◆ Reduce number of conflicts between pedestrian areas and service zones such as trash bins, delivery zones and parking area. | |
| <ul style="list-style-type: none">◆ Improve vehicular access and parking situation on wharf. | |

DOWNTOWN RECOVERY PLAN SUMMARY

Adopted September 10, 1991

A. INTRODUCTION

The purpose of the Downtown Recovery Plan is to provide a framework for public and private actions related to the rebuilding of Downtown Santa Cruz after the 1989 Loma Prieta earthquake. In recognition of the importance of the downtown area to the community, and to develop policies to guide development and improve the Downtown, the City adopted a Downtown Area Plan in 1984. The 1984 Downtown Area Plan envisioned downtown essentially remaining what it was with the exception of various improvement projects. However, the earthquake changed all the perceptions about Downtown. An area which was essentially developed suddenly contained development potential. A well-loved Pacific Garden Mall was in need of reconstruction, and with this need for redoing the Mall came the opportunity to look at the Downtown in different ways.

Six planning principles forming the basis for the Plan's policies and physical components. They include strengthening the Downtown as a vital retailing district, enhancing the open space and pedestrian network of Downtown, preserving and enhancing the distinctive scale and character of Downtown, strengthening the Downtown as a place to live, strengthening the Downtown as a place of local and regional employment, and creating a stronger relationship between the Downtown and the Beach.

1. Strengthen Downtown as a Vital Retailing District

This principle focuses on the traditional retailing function served by a downtown. To achieve this purpose, the plan calls for a centralized retail management program and a physical environment which supports shopping. Ease of access and social gatherings and cultural activities, and the sense of a special place are the downtown's strongest attributes. Many of the design aspects of the Plan as well as development regulations focus on maintaining a pedestrian and interactive downtown with uses such as a performing arts center to attract people to the Downtown.

2. Enhancing the Open Space and Pedestrian Network

A strong pedestrian focus in the Downtown goes beyond making the area more accessible and people-friendly and includes integrating open space and pedestrian area surrounding the Downtown such as the San Lorenzo River, Post Office Plaza, Town Clock, Scope Park, Adobe State Historic Park, Mission Plaza Park, Civic Center, County Government Center. The Recovery Plan also recognizes the major public open space found in the streets of downtown, and aims to reinforce their pedestrian-oriented nature.

3. Preserving and Enhancing the Distinctive Scale and Character of Downtown

The Downtown Recovery Plan strives to foster individuality and diversity in new buildings and strike a balance between pedestrian scale and amenities, and achieving a development density and intensity characteristic of a vital downtown center.

4. Strengthening Downtown as a Place to Live

The Plan recognizes that a successful downtown must have people present 24 hours a day. This means people living downtown and enjoying the diversity of shopping and social activities. To achieve this, the Recovery Plan calls for open space and pedestrian linkages between downtown and adjacent neighborhoods and also identifies several opportunity sites for major housing development along the San Lorenzo River and in the South-of Laurel and other areas in the Downtown.

5. Strengthening Downtown as a Place of Local and Regional Employment

The Recovery Plan reemphasizes the potential of the downtown as a regional employment center, especially for office-type employment, where employees can take advantage of several transportation systems, retail and cultural activities that also which converge in the downtown.

6. Creating a Strong Relationship between Downtown and the Beach

The Recovery Plan emphasizes the desirability of enhancing connections between the Downtown and several areas throughout the City such as the Beach to enhance the recreational and shopping opportunities for residents and visitors.

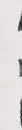
B. BACKGROUND

The boundaries of the Downtown Recovery Plan include the San Lorenzo River, Water, River, North Pacific, Laurel Street and Center and Cedar streets. The Recovery Plan calls for the creation of a balanced mixture of uses that will reinforce Downtown Santa Cruz as a place of commerce, culture and recreation. The Recovery Plan envisions Downtown as a place that people choose to go to meet friends; a place that naturally and spontaneously accommodates civic events; and a place where people live and work. Because of the desire to create a mixed-use environment that includes a vertical as well as a horizontal mix of uses, there are no distinct land-use zones within the Downtown. Rather, four subareas, each with their own distinct characteristics, have been identified and include: the Pacific Avenue Retail District, Front Street/Riverfront Corridor, Cedar Street "Village" District, and North Pacific Area. Development standards pertaining to height, bulk and design differ within each of these areas. (See Map ASP-7)

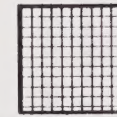
The Downtown Recovery Plan is adopted as a Specific Plan according to State law which requires that development and other actions in the Downtown area be consistent with it. Chapter 4 of the Recovery Plan, entitled Development Standards and Design Guidelines, has also been adopted into the City's Zoning Ordinance, making them requirements for future development.

MAP ASP-7: DOWNTOWN RECOVERY PLAN

The City of Santa Cruz, California

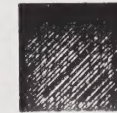


LEGEND



NORTH PACIFIC AREA

- Intensify as mixed-use downtown support area
- Ground level commercial uses
- Upper level residential or office
- All parking required on site



PACIFIC AVENUE RETAIL DISTRICT

- Intensify Pacific Avenue corridor as active mixed-use pedestrian district
- Active ground level uses (retail, restaurant, theater, gallery, etc.)
- Upper level residential or office
- Limit/ discourage on-site parking/ consolidate in city facilities



CEDAR STREET VILLAGE CORRIDOR

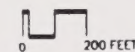
- Preserve/ enhance informal village character of Cedar St.
- Ground level commercial or residential uses
- Upper level residential office or parking
- Residential parking on site



FRONT STREET/ RIVERFRONT

- Create more positive land use linkages between downtown and river
- Upper level residential south of Soquel, east of Front
- Ground level commercial uses (retail, restaurant, office)
- Upper level residential, office, or parking in remaining area

Source: Downtown Recovery Plan, 1992



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Nearby Lagoon Mgmt. Plan

San Lorenzo River Enhance.
& Design Plan

Lighthouse Field State
Beach Plan

Moore Creek Corridor
Access & Mgmt. Plan

Natural Bridges
State Beach Plan

DOWNTOWN RECOVERY PLAN (DRP)

GOALS, POLICIES AND PROGRAMS

COMMUNITY DESIGN

- 1.1 Preserve and enhance the distinctive scale and character of downtown Santa Cruz. (DRP, p. 15)
 - 1.1.1 Maintain the predominantly two to three-story form and character of downtown through height limits of 35 feet west of Cedar Street and north of Water Street, and 55 feet in the remainder of the downtown. (DRP, p. 15)
 - 1.1.2 Allow additional height to 75 feet in the downtown core, under specific conditions that ensure appropriate transitions to architecturally significant buildings and maintain solar access. (DRP, p. 15)
 - 1.1.3 Allow additional height in the North Pacific area to 15 feet, subject to urban design considerations and maintenance of views to Mission Hill. (DRP, p. 15)
 - 1.1.4 Adopt urban design guidelines that reinforce: the unique townscape character of Santa Cruz; the incremental pattern of development; the pedestrian environment; and the human scale and quality of buildings. (DRP, p. 15)
 - 1.1.5 Require that new development strive to achieve an "optimum state" of accessibility, beginning with compliance with both the State of California's Title 21 Accessibility Requirements and the Uniform Federal Accessibility Standards (UFAS). (DRP, p. 15)
- 1.2 Improve Pacific Avenue as the downtown's major public gathering place, and as a viable retailing street. (DRP, p. 18)
 - 1.2.1 Introduce, north of Cathcart, an asymmetrical cross section that provides for a wider (20 to 25 feet) sidewalk on the sunnier, west-facing side of the street to support a diversity of activities, and a comfortable promenading sidewalk (12 to 15 feet) on the east-facing side. (DRP, p. 18)
 - 1.2.2 Introduce, south of Cathcart, a landscaped median to reinforce the continuity and sense of place in this area. (DRP, p. 18)
 - 1.2.3 Maintain a strong sense of visual and pedestrian continuity along the entire length of the street. (DRP, p. 18)

- 1.2.4 Provide unobstructed access to all citizens, in compliance with Uniform Federal Accessibility Standards and State Title 24 Accessibility requirements. (DRP, p. 18)
- 1.2.5 Introduce a consistent treatment of boulevard trees along the length of the street that is high-branching, light in appearance, and suitable to urban environments. (DRP, p. 18)
- 1.2.6 Provide decorative pedestrian-scaled lighting that can support banners and holiday decorations.(DRP, p. 18)
- 1.2.7 Introduce public seating in conjunction with other activities (e.g., retail kiosks) at the key "T" intersections along Pacific Avenue. (DRP, p. 18)
- 1.2.8 Introduce ground-level planting at the "T" intersections and on the median south of Cathcart. (DRP, p. 18)
- 1.2.9 Allow for the extension of cafe and retail uses within the public right-of-way, subject to design standards and management guidelines. (DRP, p. 18)
- 1.3 Introduce streetscape improvements on other downtown streets to improve one's sense of arrival and the cohesiveness of the district. (DRP, p. 19)
 - 1.3.1 Maintain and expand, to the maximum extent practical, sidewalks along east-west streets in the downtown. (DRP, p. 19)
 - 1.3.2 Create distinctive landscape/streetscape along major east-west gateway streets/avenues and bridges (e.g., Water, Soquel, Laurel). (DRP, p. 19)
 - 1.3.3 Enhance the Front Street/River Street corridor with consistent streetscape treatment from the highway to the Beach. (DRP, p. 19)

LAND USE

- 2.1 Intensify downtown Santa Cruz as the principal retail, restaurant, and commercial district of the City and region. (DRP, p. 14)
 - 2.1.1 Require continuity of active ground-level uses (retail, restaurant, cultural, etc.) along Pacific Avenue. (DRP, p. 14)
 - 2.1.2 Create a distinctive and active pedestrian environment that supports the downtown retail district as a unique destination. (DRP, p. 14)
 - 2.1.3 Maximize opportunities for outdoor eating to reinforce the downtown as a food and entertainment destination. (DRP, p. 14)

- 2.1.4 Maintain and encourage local-serving support retail uses along Cedar and Front streets. (DRP, p. 14)
- 2.1.5 Create a Central Retail Management entity, responsible for retail recruitment, retention, and the management of the downtown district. (DRP, p. 14)
- 2.2 Create significant new housing opportunities within the downtown area. (DRP, p. 14)
 - 2.2.1 Expand the existing High Density Overlay Zone to include all areas of the downtown east of Cedar Street. (DRP, p. 14)
 - 2.2.2 Permit/encourage housing as a principal upper-level use throughout the downtown. (DRP, p. 14)
 - 2.2.3 Encourage redevelopment of the riverfront between Soquel Avenue and Laurel Street for mixed-use development, with required upper-level residential uses. (DRP, p. 14)
 - 2.2.4 Encourage future redevelopment of the Long's-Zanotto's site for mixed-use development, with required upper-level residential uses. (DRP, p. 14)
 - 2.2.5 Consider reuse of portions of City parking lots for residential redevelopment as replacement parking is provided in new structures. (DRP, p. 14)
 - 2.2.6 Encourage replacement of SRO units throughout downtown. Limit size of SRO development to 60 units. (DRP, p. 14)
 - 2.2.7 Encourage future redevelopment of south of Laurel area as mixed-use residential neighborhood. (DRP, p. 14)
 - 2.2.8 Establish a comprehensive housing implementation strategy for the delivery of market-rate and affordable housing in the downtown. (DRP, p. 14)
- 2.3 Concentrate and intensify office development within the downtown. (DRP, p. 15)
 - 2.3.1 Permit/encourage office use as a principal upper-level use, except in the designated areas where residential is required. (DRP, p. 15)
 - 2.3.2 Allow for additional height and intensity at the core of downtown (north of Cathcart along Pacific Avenue) to attract office development. (DRP, p. 15)

- 2.3.3 Discourage major speculative office development in other parts of the city that would most appropriately locate in downtown. (DRP, p. 15)
- 2.3.4 Coordinate with office developers for the provision of office parking that reinforces the overall objective of the Parking District. (DRP, p. 15)

CIRCULATION

- 3.1 Improve vehicular circulation patterns in a way that conveys a feeling of convenience and orientation, and that reinforces the pedestrian character of the downtown. (DRP, p. 15)
 - 3.1.1 Design Pacific Avenue to allow for traffic to enter the downtown from both Water Street at the north and Cathcart Street on the south. (DRP, p. 15)
 - 3.1.2 Design Pacific Avenue between Water and Cathcart to allow for maximum operational flexibility, as described in the Circulation Plan. (DRP, p. 15)
 - 3.1.3 Reconfigure intersections at River Street and South River Streets and at River and Front streets to promote the Front Street/River Street corridor as a principal north-south collector in the downtown. (DRP, p. 16)
 - 3.1.4 Consider creation of an east-west local roadway between Front and South River Streets in conjunction with future redevelopment of the Long's Zanotto's property. (DRP, p. 16)
 - 3.1.5 Consider creation of an east-west local roadway between Cedar and Center streets in conjunction with future redevelopment of the City parking lot between Lincoln and Cathcart streets. (DRP, p. 16)
 - 3.1.6 Maintain and enhance existing service alleys to promote rear service and to create attractive pedestrian ways. (DRP, p. 16)
 - 3.1.7 Extend the system of service alleys as part of redevelopment, to the maximum extent possible. (DRP, p. 16)
 - 3.1.8 Control service and loading from Pacific Avenue by limiting it to non-peak business hours. (DRP, p. 16)
- 3.2 Provide convenient and accessible parking in the downtown. (DRP, p. 16)
 - 3.2.1 Maintain the Parking District as the principal method of providing parking in the downtown (south of Water Street). (DRP, p. 16)

- 3.2.2 Maximize curbside parallel parking along Pacific Avenue to reinforce the feeling of a convenient and accessible downtown. (DRP, p. 16)
- 3.2.3 Maintain, to the maximum extent possible, on-street parking on other streets within the downtown. (DRP, p. 16)
- 3.2.4 Consolidate public and private properties to reinforce and expand the existing system of off-street parking along Cedar and Front streets. (DRP, p. 16)
- 3.2.5 Provide ample and secure bike parking along Pacific Avenue and within existing and planned parking structures. (DRP, p. 17)
- 3.3 Provide for the efficient operation of transit in the downtown to reduce the impacts of the automobile and reinforce the pedestrian environment. (DRP, p. 16)
 - 3.3.1 Provide for continued safe and efficient bus access to the Metro Center from Pacific Avenue. (DRP, p. 16)
 - 3.3.2 Introduce a rubber-tired "trolley" service to provide a transit linkage between downtown and the Beach. (DRP, p. 16)
 - 3.3.3 Design Pacific Avenue to be able to accommodate a future fixed rail trolley or light rail vehicle within the roadway. (DRP, p. 16)
 - 3.3.4 Consider and explore strategies for inter-city rail service to downtown Santa Cruz. (DRP, p. 17)
 - 3.3.5 Maintain inter-city (e.g. Greyhound) bus service in the downtown, either in the existing facility or as part of a consolidated facility within the Metro Center. (DRP, p. 17)
- 3.4 Maintain and enhance the existing system of bike routes within the downtown. (DRP, p. 17)
 - 3.4.1 Improve the San Lorenzo River as an exclusive Class 1 bike route. (DRP, p. 17)
 - 3.4.2 Add Cathcart, River and Lincoln Streets to the system of posted bike routes in the downtown. (DRP, p. 17)
 - 3.4.3 Design Soquel and Walnut Avenues, and Lincoln and Cathcart streets, to have dedicated bike lanes installed. (DRP, p. 17)
- 3.5 Strengthen pedestrian access to and movement within the downtown. (DRP, p. 17)

- 3.5.1 Improve Pacific Avenue as the primary pedestrian corridor in the downtown, with minimum sidewalk widths of 12 feet. (DRP, p. 17)
- 3.5.2 Improve the San Lorenzo Riverfront as an exclusive pedestrian corridor between the Beach and the downtown. (DRP, p. 17)
- 3.5.3 Improve Cathcart Street as an east-west pedestrian linkage between the river, Pacific Avenue, and downtown neighborhoods. (DRP, p. 17)
- 3.5.4 Strengthen the pedestrian linkage between downtown and San Lorenzo Park with short-term streetscape improvements at the Galleria and the western landing of the pedestrian bridge; and longer-term improvements, including an east-west roadway through Long's Zanotto's and an expanded pedestrian bridge. (DRP, p. 17)
- 3.5.5 Strengthen the pedestrian linkage to neighborhoods east of the river through a new pedestrian bridge between Soquel and Laurel Street connecting to the Metro Center. (DRP, p. 17)
- 3.5.6 Improve pedestrian linkages between Downtown and Mission Hill through an expanded Scope Park and stair linkage. (DRP, p. 17)
- 3.5.7 Enhance pedestrian linkages to Beach Hill and the Beach through streetscape improvements along Cliff Street and the stairways leading to Pacific Avenue (at Third Street) and the riverfront (at Cliff Street). (DRP, p. 17)

COMMUNITY FACILITIES AND SERVICES

- 4.1 Coordinate with existing property owners to resolve problems of exposed garbage areas through centralized garbage facilities. (DRP, p. 16)

PARKS AND RECREATION

- 5.1 Create additional open space opportunities in the downtown that have meaning and significance. (DRP, p. 18)
 - 5.1.1 Create a riverfront park at the foot of Cathcart Street to reinforce public access to, and use of, the river. (DRP, p. 18)
 - 5.1.2 Enhance open space opportunities at the northern tip of Pacific Avenue to accentuate the gateway role of this area and reinforce the significance of the Post Office and Town Clock. (DRP, p. 18)
 - 5.1.3 Create a new park on the existing parking lot north of the planned Locust Street garage and along Plaza Lane. (DRP, p. 18)

5.1.4

Consider the creation of a more active public gathering space within the Civic Center area. (DRP, p. 19)

1. To provide a park with minimum development and minimum maintenance costs.
2. To preserve and protect the open space and enhance the natural qualities of the field. Clean it up and reduce the attractive nuisance.
3. To preserve and enhance coastal views.
4. To provide limited recreational development at Lighthouse Point; turf, restroom, Interpretive Center, parking, picnic, Surfer Changing Area.
5. To protect the neighborhood.
6. To improve access from the cliffs.
7. To eliminate the continuous parking along West Cliff Rice and provide a limited (224) number of parking spaces in pull-offs and buffered lots.
8. To deal with cliff erosion.
9. To improve the amenities at the State Beach: benches, trash receptacles, signing, fencing, lighting, picnic facilities.
10. To improve safety for pedestrian and traffic at West Cliff Drive.

The diverse preservation and recreation goals inherent at Lighthouse Field State Beach are addressed in two zones, a field zone and a coastal zone, with specified use intensities. (See Map ASP-8 and Table ASP-9 for Use Intensities.)

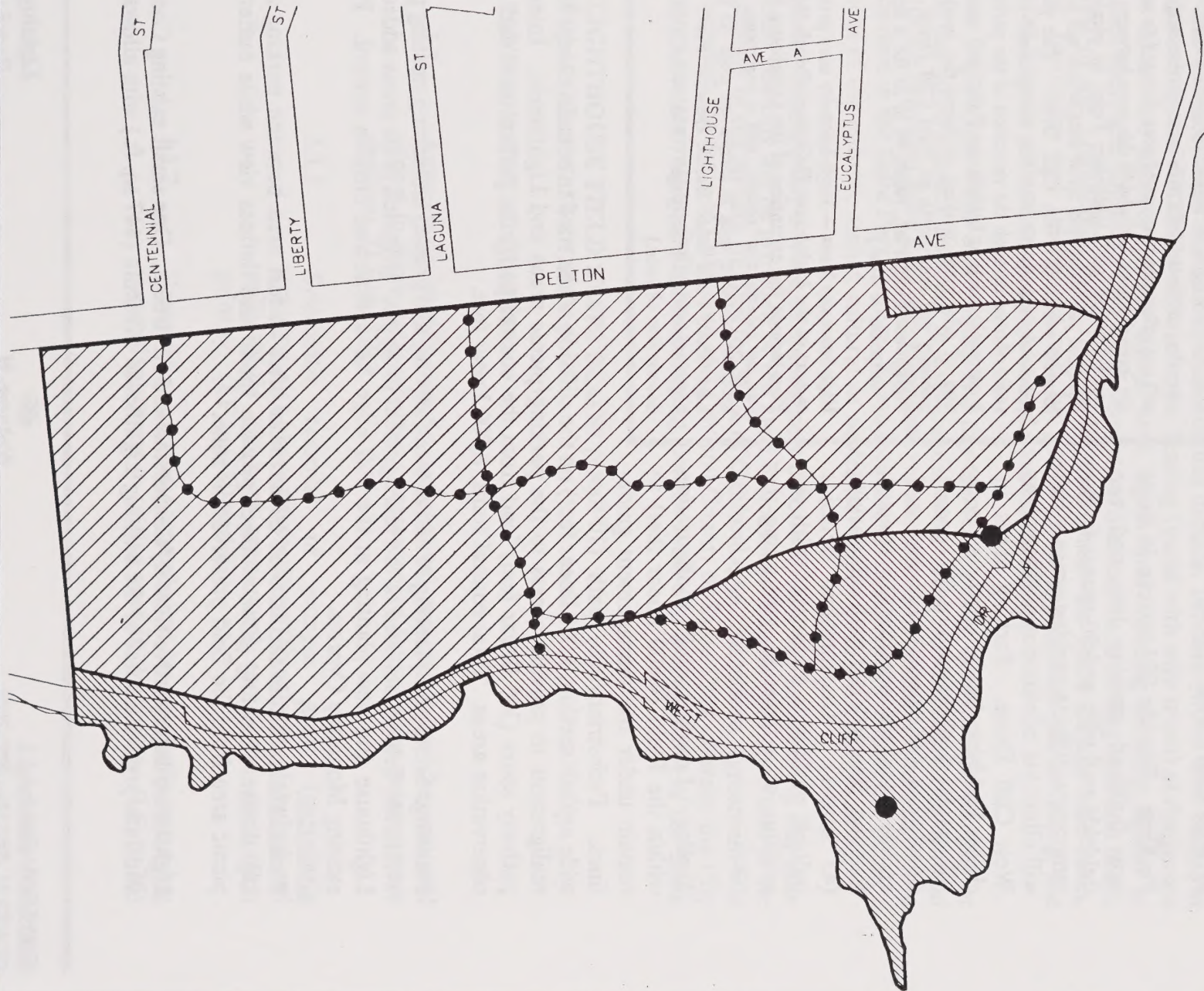
Field Zone (Natural Area). Low-intensity use, 32-acre area dealt with in a Resource Management Program which sets policy guidelines for the preservation and perpetuation of the native plant and wildlife population. No concentrated use activities shall be permitted in the field, only informal paths and interpretive trails. This low-use zone will be adequately buffered from higher-intensity use areas across West Cliff Drive.

Coastal Zone (Coastal Recreation Area). Moderate to high intensity use zone (as defined in the Use Intensity Diagram) comprising the area cliffside of the road and concentrated at Lighthouse Point with turf by a Lighthouse Interpretive Center/Concession and Restroom facility. Also included within this use zone are the parking lots and pull-offs as part of an overall circulation plan providing 224 permanent marked parking stalls.

Land use elements and visitor support facilities proposed in the Lighthouse Field General Plan are also summarized below:

MAP ASP-8: LIGHTHOUSE FIELD STATE BEACH LAND INTENSITY DIAGRAM

The City of Santa Cruz, California



LEGEND

- TRAILS
- LOW INTENSITY LAND USE AREA
- MODERATE INTENSITY LAND USE AREA
- HIGH INTENSITY LAND USE AREA

Source: City of Santa Cruz
Planning Department, 1992



FILE: L:\TERRYN\MAPS\AREAS\ASP\LIGHT-HI
REVISED 12 49 11/29/1992

Moore Creek Corridor
Access & Mgmt. Plan

Santa Cruz Harbor
Development Plan

San Lorenzo River Enhance-
& Design Plan

Neary Lagoon Mgmt. Plan

Natural Bridges
State Beach Plan

West Cliff Drive. Retains its present alignment with two new parking areas and a future access road which helps separate the enlarged turf area from the Field Zone. Continuous curb fieldside of the road to keep out vehicles. Controlled and lighted pedestrian crossings. Pelton to be one-way from Eucalyptus to West Cliff Drive.

Parking. Provide 224 spaces in three new buffered parking lots and two fieldside pull-offs, and 50 spaces in two temporary cliffside parking areas. This will eliminate continuous parking along West Cliff Drive. Parking areas include: Fieldside Lot at northeast entry (80 spaces), Lighthouse Lot (38 spaces), Beach Lot (48 spaces), Existing surfer/View pull-off parking (15 spaces), Existing Beach/View pull-off parking (43 spaces). Uncontrolled fieldside pull-off parking is eliminated with the addition of a fieldside curb along the road.

Trails. Low-key trail configuration within the Field (4,800 linear feet) to remain under the management guidelines. Pedestrian/bike path (10-foot wide asphalt section, 3,000 linear feet) on the cliffside of the road to remain except for some realignment to provide access to the parking/picnic areas and Lighthouse. Interpretive pathway spurs (300 linear feet) lead from the coastal ped/bike path to seal and seabird observation areas. Total coastal trails: 8,700 lineal feet.

Planting. Some new planting of native trees, shrubs, and grasses enhancing existing planting within the field as outlined in the management program. Irrigated grass areas added by the Lighthouse and new planting at the cliff edge for accent and erosion control. Preserve existing Monterey Cypress.

Picnic Area. Picnic facilities at 60 informal sites in turf area between parking and the Lighthouse. Existing grove of trees provide shade and defines view while buffering the picnic area from the field preservation zone.

Lighthouse Interpretive Center/Concession and Restroom. One small existing Concession and Interpretive Center at the existing Lighthouse Museum (447 sq. ft.) with allowance for

Lighthouse Field Land-Use Intensities

Low-Intensity Uses — Categories of uses which fall in this category include nature observation, hiking trails, and interpretive trails. (See Lighthouse Field Plan, pages 45 to 46 for a detailed description of uses.)

Moderate-Intensity Uses — Moderate intensity uses include parking and active recreation uses. The retention of West Cliff Drive in its current alignment will not affect the amount of area devoted to moderate intensity uses, but divide this area between those areas focused on Lighthouse Point in picnic and informal play area, and other uses which will now be located north of West Cliff Drive. The parking previously associated with the realignment will be redistributed through the retention of the parking as it currently exists at Lighthouse Point, and construction of additional parking to serve the moderate-intensity use area north of West Cliff Drive. (See Lighthouse Field Plan, pages 46 to 53 for a detailed description of uses.)

High-Intensity Uses — High-intensity uses proposed as part of the Lighthouse Field State Beach General Plan include the expansion of the Lighthouse Museum, an interpretive center, and a restroom. The location of these uses is shown on page 35 of the Lighthouse Field State Beach General Plan. (See Lighthouse Field Plan, pages 53 to 54 for a detailed description of uses.)

appropriate future concession and interpretive considerations. One restroom facility (750 sq. ft.) added at the active turf area adjacent to access from West Cliff Drive between the Beach and Lighthouse parking lots. Portable toilets will be available at peak-use periods and special events.

Gateways. Entry signs of appropriate character consistent with other park furniture will be placed at the east and west entrances of the park along West Cliff Drive.

Amenities. All amenities shall be thought of as a family of park furniture and equipment, consistent in design, material and color. Amenities include: benches (wood with backs) at viewpoints along the cliff and at the turf area; fencing (wood with wire mesh) at dangerous cliffside locations; lighting (street lights, stair lights and building security lights) at crosswalks, stairs and buildings; stair improvements at Steamer Lane surfing area and beach area west of the Lighthouse; trash receptacles throughout the State Beach; bike racks, drinking fountains, and telephones will be provided at appropriate places along the pedestrian/bicycle path; signing, graphics and pavement striping.

Day Use. Lighthouse Field State Beach is a day-use facility only, no overnight parking or camping due to its location adjacent to a residential area. Also, no formalized recreational playfields are provided since such improvements are attractions in themselves and therefore inappropriate in the State Park System. These facilities do not directly enhance the public's enjoyment of the natural, scenic, cultural or ecological values of this coastal resource.

Operations. A seven-day-a-week maintenance worker will staff the park during day-time operations. Security will be provided by the local Police Department. As a condition of the 1978 purchase of the 36-acre field by the State of California, an Operations Agreement was signed between the State of California and City and County of Santa Cruz whereby the City and County assume responsibility for planning, construction and management of the State Beach.

C. LIGHTHOUSE FIELD STATE BEACH (LF) POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY



1.1 Aggressively invading exotic (non-native) vegetation shall be removed except in those areas where it is perpetuated for resource management reasons. (LF, p. 30)

1.1.1 Systematic removal of pampas grass (cortaderia atacamensis), blue-gum seedlings (Eucalyptus globulus) and milk thistle (Silybum marianum) should be given first priority. (LF, pp. 30 and 97)

1.1.2 Removal should be accomplished by physically removing these plants prior to setting seed in the spring. (LF, p. 30)

- 1.1.3 Herbicides should be used only in accordance with City and State Parks policies. (LF, p. 30)



- 1.2 Native vegetation and drought-tolerant groundcovers, shrubs, trees) shall be planted around parking and picnic areas and where exotic species have been removed. (LF, pp. 30 and 97)

- 1.2.1 A list of potential species for revegetation should be established to ensure compatibility of selected plants with the environment (see Native Plant Species with High Potential for Use at Lighthouse Field State Beach for a representative list). Irrigated turf areas should be the only exception to this policy. (LF, p. 30)



- 1.3 The existing mature Monterey Cypress trees within the moderate intensity use areas (primarily road margins, picnic and turf areas) shall be maintained to reduce the hazards of falling limbs and/or the falling of diseased trees. (LF, pp. 30 and 97)

- 1.3.1 The trees should be inspected and evaluated at least once a year by an experienced forester. (LF, p. 30)

- 1.3.2 Pruning, trimming and tree removal should be performed as necessary to ensure safe conditions and increase the lifespan of existing trees. (LF, p. 30)

- 1.3.3 Removed trees should be replaced with native species selected for compatibility with the coastal environment and the public use area. (LF, p. 31)



- 1.4 The existing grassland, shrubs and trees on the interior portions of Lighthouse Field shall generally be allowed to undergo natural succession. However initially, limited numbers of young Monterey cypress shall be planted to replace currently declining cypress trees. (LF, p. 31)

- 1.4.1 No vegetation removal (other than problem exotic species) should occur in this area. (LF p. 31)

- 1.4.2 Trees should not be trimmed, pruned or removed. (LF p. 31)

- 1.4.3 Initial planting of replacement cypress trees should be made as soon as possible. (LF p. 31)

- 1.4.4 Fallen trees should be allowed to undergo natural decomposition. (LF p. 31)
- 1.4.5 The grassland area should not be mowed. (LF p. 31)
- 1.4.6 A fire management plan should be developed which includes prevention measures, fuel management, visitor evacuation and safety and acceptable fire fighting procedures. (LF p. 31)



1.5 Natural wildlife populations shall be protected and perpetuated. (LF p. 31)

- 1.5.1 Low-key interpretive trails with signs should be installed and maintained to inform the public about wildlife which exists at the site and to encourage respect for that wildlife. (LF p. 31)
- 1.5.2 The taking or removal of any terrestrial or marine life forms should be prohibited. (LF p. 31)
- 1.5.3 Pets should be restricted to leashes. (LF p. 31)



- 1.5.4 Prior to construction activity along West Cliff Drive, the California Department of Fish and Game should verify that proposed activities will not significantly alter the black swift's nesting site. In addition, no construction work should be done in the cliff area during the nesting season from May to August. (LF p. 100)

COMMUNITY DESIGN



2.1 The dramatic views from West Cliff Drive shall remain unimpaired and unobstructed by vegetation, structures or accumulated refuse. (LF p. 31)

- 2.1.1 All utilities should be placed underground. (LF p. 31)
- 2.1.2 Vegetation should be selected which will not attain heights whereby views are obstructed. (LF p. 31)
- 2.1.3 Litter and trash removal should be performed as necessary. (LF p. 31)

- 5.3.2 If additional rip-rap is necessary, the rock used should be chosen for its durability as well as its color so that it blends into the surroundings. (LF p. 30)
- 5.3.3 Native groundcover vegetation should be planted on coastal bluffs where soils are exposed. (See Native Plant Species with High Potential for Use at Lighthouse Field State Beach for representative list.) (LF p. 30)

D. LIGHTHOUSE FIELD AMENITIES AND SAFETY GUIDELINES

Benches. Wood benches with backs are to be placed along the trails at viewing or activity areas.

Bicycle Racks. Bike racks should be placed close to the building to minimize detractions from the views here. Other locations may be appropriate for bike racks along nodes at the cliffside pedestrian/bike path. (LF p. 58)

Drinking Fountains. One drinking fountain will be located at the Lighthouse Museum Expansion and at the Restroom. The fountain will be attached to the building faces restroom in order to cut down on the number of free-standing elements which may detract from views at Lighthouse Point. The fountain will be accessible for handicapped persons and children. (LF p. 57)

Entry Sign/Gateways. Entry signs will act as gateways at both east and west end of Lighthouse Field State Beach at West Cliff Drive. The signs are to be in the same style as the other park furniture. (LF p. 57)

Fencing. Where West Cliff Drive, the Pedestrian/Bicycle Path or Interpretive Trail Loops are located close to abrupt, eroded or dangerous cliff edges, fencing will be required. Wood-frame and wire fencing, similar to Natural Bridges, is proposed for Lighthouse Field State Beach. The open, see-through quality of the wire mesh is preferable to heavy or solid fencing which detracts from ocean vistas. (LF p. 58)

Hiking Trails. The hiking trail network will follow the existing packed earth pathways. Trails will be limited to pedestrian traffic only. Bikes, skateboards, and rollerskate traffic will be encouraged to use the cliffside trail. (LF p. 45)

Interpretive Center. Any future interpretive facility deemed necessary should minimize its impact as a structure in this exposed park with appropriate buffering and sensitive siting. The possibility of using on-site energy generation by wind generators and/or solar photovoltaic cells should be explored. Generally, any development or addition to Lighthouse Field should be as energy-efficient as possible. (See Interpretive Element for further discussion.) (LF, p. 54)

Interpretive Markers. As part of the Interpretive Program proposed, markers with illustrations and information about natural and cultural features of the site will be placed

at specific points along the pathways and interpretive trails and loops. These markers should be coordinated in design with the signing and other site amenities. (LF p. 58)

Interpretive Trails. Portions of the hiking trail network within the field will be used for interpretive trail purposes. The purpose of these special trails is to provide an opportunity for the park visitor to experience the diverse resources of the field. The field interpretive trails will be linked with a cliffside interpretive trail in a loop system emphasizing the differences in Field and Coastal Zone ecologies. Trails will have interpretive signing pointing out significant natural and cultural features of the park. The cliffside interpretive trail follows the Coastal Pedestrian/Bike Path with short loop trails to scenic overlooks at the seal and seabird habitats. (See Interpretive Element.) (LF p. 46)

Lighting. Street lighting of tall standards (24 to 30 feet) with several galvanized metal pole "cobra-head" luminaires should be avoided in the placement of new fixtures because the cliffside pole detracts from ocean vistas. The most important place for new street lighting is at the three pedestrian crossings on West Cliff Drive and parking lots. Wherever possible, these standards should try to do double duty (crosswalk lighting spilling into parking areas). The number of street lighting standards should be kept to a minimum for safety, to avoid visual clutter of these vertical elements on an essentially flat site. The street lighting fixtures are to be of a controlled cut-off type which projects light downward and the source cannot be seen from a moderate distance. (LF p. 59) Stair lighting should be kept to a minimum to prevent daytime visual clutter of vertical elements. Stair lighting is proposed to be a bollard light, 42 inches high. Stair lighting will occur only at stair accessways for safety. (LF p. 59)

Parking. Parking facilities at Lighthouse Field State Beach will be provided along West Cliff Drive in defined lots and curbed pull-in spaces. (LF pp. 46-51) Continuous informal parking along the fieldside will be eliminated with the construction of a fieldside curb. The objectives of the new parking plan are:

1. To create a pedestrian-oriented experience in the park instead of the visual clutter of a linear parking strip along the road.
2. To group automobiles in efficient buffered lots (90 degree stalls), improving the driving experience for visitors along West Cliff Drive by reducing continuous roadside parking.
3. To limit the traffic conflicts associated with continuous pull-off parking on traffic flow and pedestrian crossings. Fewer entrances and exists, while reducing the number of conflicts in turning movements (especially the left-hand turn against traffic) also makes an opportunity for marked and well-lighted pedestrian crossings.
4. To be able to control the hours of parking and the use of gates at lot entrances as is done at the existing Lighthouse Lot.

5. To provide designated parking for all park users: visitors to beach, picnic, restroom, Lighthouse, ocean and surfing views, field.
6. To provide for easy accessibility to parking areas, all lots will have two-way circulation and right-angle parking. this configuration will also provide the most number of parking stalls within a limited area, thereby reducing the amount of paved surface at the park.
7. To buffer all parking lots, thereby lessening the impact of asphalt and automobiles. These buffers will have an approximate height of three feet, allowing people in autos to see available spaces in the lot while driving along the cliff road. Also, all buffers will be low enough for policy surveillance of parking areas.

Local Art. As part of the overall amenities which should be included at Lighthouse Field State Beach, local art needs to be considered. Local art is defined as a wide variety of art concepts, such as murals or sculptures which reflect the setting and/or give opportunities for local artists to exhibit their work. This art work can also be interpreted as art which is incorporated in designs developed for park facilities by the architect. (LF, p. 58)

Picnic Sites. Picnic sites will consist of undesignated areas for informal blanket picnics and designated areas with wood picnic tables, wood benches and trash receptacles. There will be no permanent barbecues or grills. Wood picnic tables compatible in design with the wood benches will be located at the picnic site as proposed in the Moderate-use Intensity Facilities section. (LF pp. 53 and 57)

Signing. The regulatory and warning signs required along the cliffs and field should be designed to fit into the family of site markers and furniture (wood standards and sign faces) and carefully sited to fulfill their function and not detract from views. (LF p. 58 and 59)

Stair Accessways. Stairs should be made of wood which integrates with the wood fencing, have comfortably-spaced landings and have lighting for safety. (LF, p. 59)

Surfer Changing Area. A hedge maze, located on the turf side of the coastal bluff at the northern edges of the existing tree grove would provide a semi-private area for this purpose. The maze, planting over-staked with wire mesh, should be shaped in plan to have overlaps at the entrances. The height should allow for police surveillance. (LF p. 53)

Telephones. Public telephones should be considered as part of the amenities at the Interpretive Center and Restroom. (LF pp. 57 and 58)

Trash Receptacles. As part of the campaign to clean up the field and coastal zone, trash receptacles will be distributed at convenient sites around the park. The receptacles will be durable but inexpensive. Give consideration to recycling needs for separation of materials. (LF p. 57)

MOORE CREEK CORRIDOR ACCESS AND MANAGEMENT PLAN

Adopted November 1987

A. INTRODUCTION

Moore Creek is an intermittent stream that lies at the west boundary of the City. It has its beginnings on the UCSC campus and flows into a coastal lagoon at Natural Bridges State Park. Its watershed is largely undeveloped, and the creek's physical isolation from the surrounding urbanized area by steep slopes gives the Moore Creek Corridor a unique wilderness feeling, unmatched in the City limits. Flora and fauna are abundant in the canyon which provides an important wildlife corridor and ecological link between the open lands of the University and Natural Bridges State Park. The Moore Creek Corridor Access and Management Plan was developed to provide the policy and action plan necessary to ensure the protection of this unique natural area while making it more accessible to passive recreational uses.

B. BACKGROUND

The natural history of the Moore Creek area points to the need to minimize environmental disturbance of the canyon by controls on adjacent development, land-use activities, and access. Soils on the steep slopes that border Moore Creek are highly susceptible to erosion. Intensive use of or vegetation removal on these steeply sloped areas can adversely impact Moore Creek and Antonelli Pond through increased sedimentation. Weak soil conditions may give rise to landslides and slumping problems. Studies of the area have located areas of potential soil creep in the east and west facing slopes in the Moore Creek Canyon north of Meder Street. Moore Creek Canyon also contains a variety of plant communities that play an important role in relation to the local climate to moisture absorption which decreases slope erosion and to the local wildlife in providing habitat and supporting a complex food web.

Due to existing development patterns and physical accessibility, the Moore Creek Corridor Plan focuses on providing access, and applying management programs to the east branch of Moore Creek. However, many of the land management policies and programs are applicable to the western branch of Moore Creek. Recommendations for access points, viewing stations within privately owned lands must necessarily be schematic. Management issues focus on improving water quality and reducing soil erosion, sedimentation and vegetation removal.

Improving access to the Moore Creek corridor is based on the goal of keeping the corridor wild and undeveloped. Toward this end, paved pathways, inviting and accessible entryways, and prominent signage are not suggested. Utilization of existing trailways and game trails is considered to be more appropriate.

The proposed Moore Creek pathway, illustrated in Map ASP-10, originates at the UCSC Arboretum and terminates at Natural Bridges State Park. The path follows portions of Moore Creek Canyon as well as Meder Street, Western Drive, Mission Street, Natural Bridges Drive, Mission Street, and Delaware Avenue. The majority of City residents will

be linked to Moore Creek visually rather than physically. Visual access will permit persons physically unable to utilize the proposed trail system to enjoy the grandeur of Moore Creek Canyon. Viewing areas are suggested in areas having panoramic views of the steep cliffs which border Moore Creek. Development of three viewing areas are recommended along Moore Creek Canyon: 1) At the entryway to the corridor opposite Monarch Way; 2) The promontory west of Mountain Way and Western Drive; 3) At the entryway to the corridor west of Grandview Street cul-de-sac.

MAP ASP-10: MOORE CREEK MANAGEMENT and ACCESS CORRIDOR

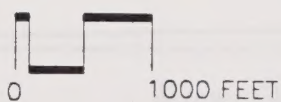
The City of Santa Cruz, California



LEGEND

-  MOORE CREEK PLAN AREA
-  EXISTING TRAIL
-  PROPOSED TRAIL
-  CITY LIMIT

Source: Moore Creek Corridor Plan, 1987



C. MOORE CREEK CORRIDOR ACCESS AND MANAGEMENT PLAN (MC) POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY

-  1.1 The existing vegetation along the Moore Creek Corridor shall be retained and protected to the maximum extent feasible. (MC, p. 8)
 -  1.1.1 Require that replanting and/or plant removal be designed to increase quantity, diversity and productivity of native vegetation and to ensure slope protection, habitat enhancement and buffering. (MC, p. 8)
 -  1.1.2 Removal of non-native vegetation should be considered only in those areas where this action will serve to protect concentrations of native vegetation. Efforts should be made to contain eucalyptus, particularly where it threatens existing native species. Selective removal of non-native trees and other vegetation may be permitted or required by the City if authorized or approved by a qualified professional with relevant academic training and experience. This removal shall only be permitted when accompanied by an approved replanting program. However, no removal shall be permitted in designated special or unique habitat areas. (MC, p. 8)
 - 1.1.3 Require that existing landscaping be incorporated into final project landscape plans. (MC, p. 8)
 -  1.1.4 Require that landscaping plans emphasize native species and include those varieties with both habitat and food-bearing value. (MC, p. 8)
 -  1.1.5 Prohibit tree removal within the existing eucalyptus grove northwest of the extension of Grandview Street unless approved by the City, with advice of a qualified biologist or expert. (MC, p. 11)
-  1.2 Implement the management action plans of the Harvey Stanley Associates Report of August 1980 for the management of Antonelli Pond. (MC, p.9)
 -  1.2.1 Consider a requirement for the dedication of additional lands on the east and west sides of Antonelli Pond to increase buffer area. Precise boundary of buffer area shall be determined through project review and/or environmental review process. (MC, p. 9)

1.2.2 Prohibit motor powered boats on Antonelli Pond. (MC, p. 9)

 1.2.3 Require that re-landscaping for habitat enhancement on the east and west sides of Antonelli Pond be part of project review of future development projects. Landscaping shall be undertaken in consultation with registered professional and be consistent with recommendations of the Harvey and Stanley Associates report of 1980. (MC, p. 9)

 1.3 Maintain the water quality of Moore Creek at the highest level feasible by regulating the discharge of storm waters into Moore Creek and its tributaries. (MC, p. 6)

 1.3.1 Maintain all post-project runoff at pre-project levels through the use of retention or detention ponds, with a controlled release, to trap sediment and sediment bound heavy metals, nitrates and phosphates. (MC, p. 6)

 1.3.2 Equip new storm drain systems both on-site and off-site with sediment/oil and grease traps. Regular maintenance program should be developed as part of local Homeowner Association policies and City Public Works Department Maintenance Programs. (MC, p. 6)

1.3.3 Institute regular street sweeping program in the Moore Creek Canyon watershed area, as financial resources are available. (MC, p. 6)

1.3.4 Direct all storm water, once cleansed, to Moore Creek, a groundwater recharge area, proper quality and at a proper rate. This will enhance groundwater recharge in the lower Moore Creek Corridor. (MC, p. 6)

 1.3.5 Equip all outflow culverts and storm drain facilities with energy dissipators to minimize downstream sedimentation of Moore Creek. (MC, p. 6)

 1.3.6 Require Granite Construction Co., Inc., to implement, as soon as possible after obtaining City approval, improvements such as construction of a landscaped berm and installation of sediment and grease traps to prevent sedimentation or pollution of Moore Creek potentially caused by Granite's storage of loose materials or other operations on the site. (MC, pp. 6 and 10)

-  1.4 Significantly reduce the quantity of sediments transported to Moore Creek and Antonelli Pond. (MC, p. 7)
 -  1.4.1 Require the submission and installation of erosion control and grading plans for all projects located in the Moore Creek Watershed Area. (MC, p. 7)
 -  1.4.2 Require that all exposed slopes shall be revegetated immediately upon cessation of grading activities through installation of permanent vegetation in conjunction with hydroseeding and other temporary erosion control measures. Temporary berms shall be in place at the edge of the setback line to prevent siltation of Moore Creek. These temporary berms shall be replaced by permanent measures prior to project clearance and/or subdivision acceptance. (MC, p. 7)
 -  1.4.3 Limit vegetation removal to that amount necessary to complete approved construction projects. Any vegetation removed shall be replaced or replanted so as to ensure slope stability, limit soil erosion potential and significantly reduce off-site sedimentation. (MC, p. 7)
 -  1.4.4 Require that land be developed in increments of workable size which can be completed in a single construction season. Erosion and sediment control measures shall be coordinated with a sequence of grading, development, and construction operations. Erosion control measures shall be put into effect prior to the commencement of the next inclement period. (MC, p. 7)
 -  1.4.5 Prohibit all earth-moving activities between December 1st and March 1st. In addition, grading activities shall not begin after September 1st unless grading can be expected to be completed and plantings completed by December 1st. (MC, p. 7)
 -  1.4.6 Prohibit grading, vegetation removal, construction of structures or alteration of the existing contours within twenty feet of any 30% slope. Precise topographic survey shall be conducted as part of project review to ensure that erodible soil conditions beyond the 20-foot setback are not disturbed. (MC, p. 7)
 -  1.4.7 Designate specific building envelopes on all plans submitted for permit processing within the Moore Creek Corridor study area.

No construction shall occur outside of the designated building envelope. (MC, p. 7)

LAND USE

-  3.1 Should any development of the existing City open-space lands west of Moore Creek be considered, a specific area plan designed to implement the goals of the Moore Creek Corridor Access and Management Plan shall first be developed to: determine appropriate land uses and circulation patterns; designate setbacks from canyon edges; designate significant land forms and existing vegetation for preservation; designate pedestrian pathways to and from canyon edge, and Moore Creek; determine appropriate lands for fee simple or easement acquisition. (MC, p. 10)
- 3.2 Review development of lands adjacent to Moore Creek and its tributaries within the unincorporated areas of the County to ensure conformity with policies and programs of the Moore Creek Corridor Access and Management Plan. (MC, p. 10)
- 3.3 Request the County to adopt relevant policies and programs of the Moore Creek Corridor Access and Management Plan as part of the County's Local Coastal Plan and General Plan. (MC, p. 10)
- 3.4 Request that the University of California adopt relevant policies and programs of the Moore Creek Corridor Access and Management Plan as part of its Long Range Development Plan. (MC, p. 10)
- 3.4.1 Request that the University of California incorporate public access and watershed management measures into future projects within that portion of Moore Creek Corridor that lies within the UCSC campus. (MC, p. 10)
-  3.5 Future development of lands adjacent to Antonelli Pond within Westside Lands Study Area shall incorporate relevant policies and programs of the Moore Creek Corridor Access and Management Plan. (MC, p. 10)
-  3.6 New development on the bluff tops above Moore Creek or its tributaries shall be set back sufficiently so that it will not be visible from the creek bed. (MC, p. 5)

CIRCULATION

-  4.1 Require that future road improvements or improvements to existing roadways around Moore Creek include provisions for pedestrians, bicyclists as well as other vehicles. (MC, p. 9)

-  4.2 Future improvements to circulation facilities should be designed to improve access to Moore Creek, both physically and visually to the extent consistent with environmental constraints. (MC, p.9)
-  4.3 Install sidewalks along streets leading to and from proposed trails including Meder Street, Burkett Street, Mission Street Extension, Grandview Street and Delaware Avenue. (MC, p. 9)
-  4.4 Require that access to public viewing areas established by this Plan be accessible to the handicapped to the maximum extent feasible. (MC, p. 9)

COMMUNITY FACILITIES AND SERVICES

- 5.1 Provide sanitary sewage facilities and necessary appurtenances thereto in such a way as to minimize impacts upon Moore Creek Canyon. (MC, p. 8)
 -  5.1.1 Prohibit construction of new sanitary sewer lines down Moore Creek Canyon. (MC, p. 8)
 -  5.1.2 Allow use of septic tanks in areas west of Meder Street dip in those areas not currently served by sanitary sewer facilities only when endorsed by registered sanitarian and approved by the County Department of Environmental Health and the City's Public Works Department. (MC, p. 8)
- 5.2 Improve existing culverts to accommodate projected flows into Moore Creek. (MC, p. 8)

PARKS AND RECREATION

-  6.1 Develop a low profile trail system in Moore Creek Canyon corridor linking the corridor with UCSC, Natural Bridges State Park Coastal Trail and Wilder Ranch and Beaches State Park. (MC, p. 5)
 -  6.1.1 Require dedication or purchase or solicit donation of lands on both sides of Moore Creek to include canyon slopes below the 30% slope line, for lands between State Highway 1 and High Street to be included in the trail system. Exceptions may be made to protect the privacy of existing development. (MC, p. 5)
 - 6.1.2 Develop safe, controlled pedestrian crossing point at Highway 1 either at, below or above grade. (MC, p. 5)

- 6.1.3 Develop pathway along east side of Moore Creek south of Mission Street Extension. Obtain rights for pathway to traverse Southern Pacific right-of-way to link up with existing trail system on the eastern shore of Antonelli Pond. (MC, p. 5)
- 6.1.4 Encourage the University of California to provide public access along Moore Creek from north of High Street to the headwaters as part of its Long Range Development Plan (LRDP). (MC, p. 5)
- 6.1.5 Limit the use of the trail system to pedestrians only. (MC, p. 5)

 6.2 Provide connections from existing City rights-of-way to Moore Creek Canyon trail system. (MC, p. 5)

-  6.2.1 Purchase or require dedication or solicit donation of necessary lands for access to Moore Creek Canyon; the access points recommended are 1) opposite the intersection of Monarch Way and Western Drive; and 2) west of Grandview Street turnaround area. (MC, p. 5)

-  6.2.2 Require construction and provision of public viewing areas as part of private developments in locations designated in the Moore Creek Access and Management Plan. To minimize impact on private developer, open space provided for pedestrian trails and/or viewing areas, mini-parks, etc. should be "counted" toward the developer's normal open space contribution. (MC, p.5)

- 6.2.3 Develop specific Grandview Street turnaround area and Monarch Way viewing area to enhance their use as public access and viewing stations. (MC, p. 6)
- 6.2.4 Investigate an easement across the existing railroad right-of-way between Antonelli Pond and Natural Bridges Drive as soon as possible. (MC, p. 11)

NATURAL BRIDGES STATE BEACH SUMMARY

June 1988

California Department of Parks and Recreation

A. INTRODUCTION

Named for its unusual geologic formations, Natural Bridges State Beach encompasses 65 acres of diverse recreational and natural resources. It contains a Monarch Butterfly Natural Preserve (16 acres), 36 picnic sites, 170 parking spaces, self-guided natural trails, a small visitor center and office building, a state employee residence, small kiosk and small temporary shop building. The area is an important recreational center as well as a significant site for marine life, avian diversity, and the annual butterfly migration.

The prime resources of Natural Bridges are the scenic resource of the natural rock bridge, the recreation resource of the sandy beach, and the natural resources of the Monarch Butterfly habitat and the wetland of Moore Creek. In 1988, about 400,000 people were visiting Natural Bridges State Beach each year, year-round.

B. BACKGROUND

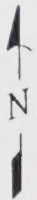
The distinctive physiographic features of Natural Bridges State Beach are the natural bridge and coastal terrace in the eastern half of the area. Santa Cruz Mudstone forms a 40-foot high seacliff that underlies the coastal terrace. This geologic formation has been undercut by waves, and natural bridges have formed. The rate of seacliff retreat in this area is significant. The width and elevation of the beach, as well as the seaward portion of the bedrock, are subject to dramatic changes over even short periods. Today, a single rock arch remains, and new ones may be forming.

Distinctive natural features include the Monarch Butterfly Natural Preserve and the Moore Creek Wetland Natural Preserve. A portion of Natural Bridges State Beach provides a winter habitat for thousands of Monarch butterflies each year. In recognition of the value of this area, the 16-acre Monarch Butterfly Natural Preserve was established in 1984. The existing Moore Creek wetland encompasses a coastal salt and freshwater marsh. To preserve the integrity of the Moore Creek wetland and to perpetuate its natural values, the plan proposes the establishment of a 14-acre natural preserve and the implementation of a wetlands management plan.

Allowable use intensities have been established for lands within Natural Bridges State Beach and can be broken down into three categories: low, moderate and high. (See Map ASP-11) The low-intensity zone includes coastal salt and freshwater marshlands, Monarch butterfly habitat, and scenic cliff areas. The moderate-intensity zone is the sandy beach where the environment can withstand heavy visitor use but is subject to occasional ocean wave attack. The high-intensity zone is characterized by level land dominated by exotic plant species.

MAP ASP-11: NATURAL BRIDGES STATE PARK GENERAL PLAN

The City of Santa Cruz, California



DELAWARE AVE.

Proposed entrance

Monarch butterfly
natural preserve
16 acres.

Proposed moore creek
wetland natural preserve
Approximately 14 acres.

DeAnza Santa Cruz
Mobile Home Estates

Pacific Ocean

LEGEND



PARKING



STATE PARK BOUNDARY



LAND USE CATEGORY
BOUNDARY

I

LOW INTENSITY
LAND USE CATEGORY

II

MODERATE INTENSITY
LAND USE CATEGORY

III

HIGH INTENSITY
LAND USE CATEGORY

Source: Resources Agency of
California, Department of
Parks and Recreation, 1988

NOTE: This map is useful only for
general planning purposes. Small
sensitive resource areas and small
areas without constraints are not
mapped.



Improved entry, bus stop
parking, and circulation
to be coordinated with
City of Santa Cruz.

Existing entrance
West Cliff Drive.

C. NATURAL BRIDGES STATE BEACH (NB) POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY



- 1.1 Implement a sand dune restoration program to control unnatural erosion and to reduce blowing sand that buries adjacent roads and parking areas. (NB, pp. 1, 50)

1.1.1 Redirect beach access and stabilize dune and bluff vegetation at the West Cliff Drive entrance. (NB, p. 33)

1.1.2 Reshape and stabilize dune at existing beach stairway. (NB, p. 33)



- 1.2 Monitor and control both the numbers of visitors that enter the tidepool areas and the way visitors use the area. Laws against poaching shall be enforced by state park peace officers and Department of Fish and Game wardens. (NB, p. 50)



- 1.3 Remove and control feral cats and dogs that endanger native wildlife and visitors. (NB, p. 50)



- 1.4 Develop and implement a resource management plan to promote the perpetuation of the Monarch Butterfly resource. (NB, pp. 1, 26)

1.4.1 Manage the natural preserve to ensure the protection of unique features and, at the same time, provide visitor use and enjoyment of the area. (NB, p. 1)

1.4.2 Specific criteria should be established for landscape maintenance and revegetation projects within the eucalyptus forest and riparian zone. (NB, p. 37)

1.4.2.1 New plantings or tree removal should consider their contribution as windbreaks and food sources and their impacts on temperature changes from sun and shade. Leaf size and texture, and the diversity or ratio of plant types, should also be considered. (NB, p. 37)

1.4.3 No facilities shall be developed in the meadow area of the preserve, other than nature trails and interpretive programs. (NB, p. 36)

- 1.4.4 Work to close access trails to the overwintering site other than the existing boardwalk and viewing platform and revegetate these area for protective barriers. (NB, p. 36)
- 1.4.5 Extended boardwalks and overlook platforms may be appropriate to enhance the interpretive values and serve the increasing number of visitors to this area. (NB, p. 36)
- 1.4.6 Install interpretive panels on the disabled access trail and at the observation platform in the Monarch Butterfly Natural Preserve. (NB, p. 43)
- 1.4.7 Construct and maintain guided and self-guided nature walks through the preserve ensuring that routes shall avoid sensitive habitat areas, and encouraging the use of boardwalks and bridges for protection of existing drainages and vegetation. (NB, p. 36)
- 1.4.8 Maintain perimeter fencing along Swanton Boulevard and Delaware Avenue to restrict access into the preserve by visitors and feral animals. Add additional fencing near the Delaware Avenue entrance and along the preserve's eastern boundary, which parallels the existing park road. New fencing and replacements should simulate the existing fencing detail and weathered coastal look. (NB, p. 36)



- 1.5 Establish a 14-acre Moore Creek wetland preserve and develop and implement a wetlands management plan. (NB, pp. 1, 25, 37, 50)



- 1.5.1 The wetland management plan should address sensitive species management, flood control, changes in historic hydrology and sedimentation, removal of artificial structures not required for visitor safety, alteration of the beach for recreation, exotic species removal, and pollution abatement. (NB, p. 25)
- 1.5.2 Limit visitor use to nature walks and interpretation of the area's significant resources. Appropriate facilities to be constructed include trails, signs, boardwalks, overlook platforms for interpretive purposes. (NB, p. 37)
 - 1.5.2.1 Add boardwalks and viewing platforms on the marsh nature trail in the Moore Creek wetland. (NB, p. 43)
- 1.5.3 The Moore Creek picnic area includes five picnic sites that may remain so long as this activity does not have a negative

impact on Moore Creek or other significant resources. (NB, p. 37)

- 1.5.4 Perimeter fencing shall be constructed and/or maintained along the boundary at Delaware Avenue and adjacent to De Anza mobile home park. (NB, p. 37)

-  1.6 The integrity of the riparian ecosystem within Natural Bridges State Beach shall be maintained through development and implementation of a vegetation management plan. Control of non-native species shall be an important element of this plan. (NB, p. 25)

-  1.7 Exotic species capable of naturalizing shall not be used for landscaping within Natural Bridges State Beach. Management plans to control and eradicate Hottentot fig and pampas grass shall be developed and implemented. An exotic tree removal and replacement program shall be developed and implemented for areas within the state beach boundary, except that eucalyptus trees used as overwintering sites for the Monarch butterfly shall be preserved. Native species form local population sources shall be used to replace exotic species. (NB, p. 26)

-  1.8 Install landscaping and irrigation that includes protective windbreaks and natural buffer areas between the parking and natural preserves. Irrigation from landscaped areas should not enter either preserve area. (NB, p. 3, 35)

-  1.9 To ensure the protection of the unique features found within Natural Bridges, and at the same time provide visitor use and enjoyment, both the number of visitors and their use patterns will be monitored and controlled by the Cal Department of Parks and Recreation's staff. (NB, p. 49)

LAND USE

-  2.1 New development will avoid the use of shoreline protective devices and allow the natural erosion process to continue. (NB, p. 1)

-  2.2 Relocate and design property fence near entry so as not to obstruct ocean views. (NB, p. 33)

-  2.3 Redesign the West Cliff Drive entrance to accommodate relocated short-term parking and new day-use parking. (NB, p. 2)

-  2.4 Redesign and expand existing visitor center through a multi-phased construction program. (NB, p. 3, 35, 43)
 - 2.4.1 Remodeling and Expansion--existing building will be remodeled to provide an enlarged exhibit area, public restrooms, and audio-visual/meeting room. Tour brochures, signs and trails will also be updated. (NB, p. 36)
 - 2.4.2 Double the size of the exhibit room, construct room additions for docent office and sales, construct new entry and tour gathering area, and develop parking, walks and outdoor staging area. (NB, p. 36)
-  2.5 Construct a unit maintenance support building near the new entrance to accommodate equipment storage and other maintenance needs. (NB, pp. 3, 38)
-  2.6 Retain the existing employee residence however, future design details should consider incorporating it into the visitor center complex as an office or removing the structure to develop the visitor center and related outdoor use areas. (NB, p. 3, 38)
 - 2.6.1 Allow for a small apartment to be maintained in the visitor center complex or a new residential trailer site to be placed near the new maintenance building close to the unit entrance. (NB, pp. 3, 38)

CIRCULATION

-  3.1 Continue short-term parking by developing a new 25-space parking lot for the scenic overlook, setting it back from the bluff. (NB, p. 2, 33)
-  3.2 Develop an 80-car parking lot adjacent to the existing beach access stairway and entry road for surfers and other beach-goers. Include a ramp access to the existing beach-level restroom. The day use fee may be collected at a new contact station or by metered parking. (NB, p. 2, 33)
-  3.3 Close the connecting road from the West Cliff Drive entrance to the core area of the park to all but authorized vehicles. This is necessary to protect the Monarch Butterfly Natural Preserve from impacts caused by automobiles, buses, and conflicting activities. (NB, p. 2)
 - 3.3.1 Narrow the road and retain it for bicycle and pedestrian access into the core area. (NB, p. 2)



- 3.4 Provide for easy walk-in access from Swanton Boulevard by developing a new trail and gate. Coordinate with the City for entrance redesign and compatible bus stop and bicycle trail connections. Improve vehicle access from Swanton with adequate turn lanes. (NB, p. 2, 33)



- 3.5 Develop a new entrance from Delaware Avenue at Natural Bridges Drive, with a new office/station and turnaround. (NB, p. 2, 34)

- 3.5.1 Include fencing and barrier planting along Delaware Avenue, and the addition of area lighting with informational and directional signs. (NB, p. 3)



- 3.6 Develop a new 100-car day-use parking lot with bus drop off in the core area. The outdoor areas between the visitor center and the Monarch Butterfly Natural Preserve will be improved to allow clear, safe movement of visitors from their autos and buses to the visitor center for assembly of nature tours. Access to the existing beach/picnic parking lot will be from a new road alignment to the west of the visitor center and employee residence. (NB, p. 3, 35)

- 3.6.1 Develop a tour staging area at the bus drop-off location at the parking lot. (NB, p. 3, 35)

- 3.6.2 Provide area lighting, and informational and directional signs. (NB, p. 35)

PARKS AND RECREATION



- 4.1 Develop an interpretive overlook with low-panel interpretive exhibits and sitting areas in a portion of the existing parking lot near West Cliff Dr. (NB, p. 2, 33)

- 4.1.1 Replace safety fencing with aesthetically pleasing rails for visitor safety and to guide visitors to appropriate trails and the beach stairway to reduce dune and bluff erosion. (NB, p. 2)



- 4.2 Expand picnic facilities in the core area from 31 to 45 tables, include a new restroom accessible to elderly and disabled persons. (NB, pp. 3, 34-35)

- 4.2.1 Move picnic tables and barbecues away from erodible slopes and locate in turf areas. (NB, p. 35)

- 4.2.2 Improve the existing ramp from the restroom area to the Moore Creek picnic area for disabled access to the creek and beach. (NB, p. 35)



4.3 Develop pedestrian walkways and trail plans. (NB, p. 3)

- 4.3.1 Develop extension or terminus for regional bicycle and pedestrian path on West Cliff Drive. (NB, p. 33)
- 4.3.2 Trails will be established along existing routes through the park, providing access from day-use parking areas to Moore Creek, tidepools, and locations with outstanding views of the natural rock arch. (NB, p. 37)
- 4.3.3 Construct a disabled-access trail to the Monarch Butterfly Preserve. (NB, pp. 3, 43)
- 4.3.4 Develop boardwalks and viewing platforms on the marsh trail in the Moore Creek wetland. (NB, pp. 4, 37, 43)
- 4.3.5 Provide stairways and disabled access from trails and the new West Cliff Drive parking lot to beach level restroom. (NB, pp. 37, 33)



4.4 Install interpretive panels at the observation platform and at various vista points. (NB, pp. 4, 43)



4.5 Develop group picnic areas to accommodate school groups and outdoor classes in the core area. (NB, p. 3, 35)



4.6 Expand the docent program at Natural Bridges to a year-round program with Monarch butterfly tours in the fall and winter months and tidepool and interest hikes in the spring and summer. (NB, pp. 3, 50)



4.7 Expand visitor center programs, exhibits and collections. (NB, pp. 4, 43)



4.8 Fire rings and signs are the only permanent beach facilities that will be provided on the beach with the exception of the existing combination shower-restroom building. (NB, p. 37)

- 4.8.1 Portable lifeguard towers will be provided and staffed seasonally, and hazard warning signs will be erected to improve visitor safety. (NB, p. 37)

CULTURAL RESOURCES

-  5.1 Permits for collection of paleontological resources within Natural Bridges State Beach shall be carefully controlled to ensure proper management and protection of these nonrenewable resources. Collection of fossil resources shall be approved only when the collection will result in direct benefit to the State Park System. (NB, p. 22)
-  5.2 Any excavation, trenching, or grading in the vicinity of archeological site SCR-266, including the parking lot area, shall be monitored or evaluated by an archeologist. (NB, p. 26)

SAFETY

-  6.1 Implement a visitor and aquatic safety program to provide immediate aquatic response every day, all year. (NB, pp. 2, 49)
- 6.1.1 Staffing will be provided to appropriately operate the necessary lifeguard stations on weekends and holidays, March through May and September through October. Additional staffing may be necessary in the summer months, as visitation increases and/or as types of activities change. (NB, p. 49)
- 6.1.2 Establish a crime prevention program to reduce vandalism, theft, burglary, drug use, assaults, poaching, and other adverse activities affecting visitor security or the integrity of resources and facilities. (NB, p. 49)
-  6.2 Structural protection measures to reduce seacliff erosion shall be undertaken only if nonstructural measures (i.e. relocation of facility, setback, redesign, or beach replenishment) are not feasible. (NB, p. 22)
If a protective structure is constructed (i.e., rip-rap at the base of the seacliff in an attempt to protect West Cliff Drive), the structure shall not:
1. Significantly reduce or restrict beach access;
 2. Adversely affect shoreline processes and sand supply;
 3. Significantly increase erosion on adjacent properties;
 4. Cause harmful impacts on vegetation, wildlife, or fish habitats;
 5. Be placed further than necessary from the development requiring protection; or
 6. Create a significant visual intrusion.



6.3

The Department of Parks and Recreation shall develop and maintain a regular program of monitoring rates of cliff erosion and the width and elevation of beaches. (NB, p. 23)



6.4

A zone of exclusion shall be established to include the base, face, and top of all bluffs and cliffs extending inland to a plane formed by a 45-degree angle from the horizontal at the base of the cliff or bluff. No new structures shall be constructed within this zone unless they are wither movable or expendable. Existing facilities may remain in use subject to regular inspections by department personnel. A zone of demonstration shall be established in the park to extend inland from the zone of exclusion to the intersection of the ground surface with a place inclined 20 degrees from the horizontal from the toe of the cliff. (NB, p. 23)



6.5

Facility maintenance and housekeeping shall be conducted in a manner appropriate to meet standards for public health and safety, to maintain public and departmental expectations for cleanliness and appearance, to meet security requirements, and to extend the life span of facilities, tools, and equipment. (NB, p. 48)



6.6

Establish a fire management program to reduce the risk of wildfire within the Natural Bridges. The removal of accumulated tree litter shall be part of the program. (NB, p. 1, 49-50)

NEARY LAGOON MANAGEMENT PLAN SUMMARY

Adopted May 1992

A. INTRODUCTION

Virtually isolated within the expanding urban matrix of Santa Cruz, Neary Lagoon is an important natural area. It provides valuable habitat for wildlife and a unique resource for the community despite the impacts of efforts made in the last century to drain and fill it and the more recent impacts of encroaching development, introductions of exotic plants and animals, urban runoff, and increased public use. Today, impacts and pressures continue to threaten the lagoon's character, quality and integrity. Without informed and comprehensive management of the lagoon and its environs, the value of the area for wildlife and people could diminish or be lost entirely.

The Neary Lagoon Management Plan has been prepared as both a guide and a directive for managing the lagoon area to ensure its long-term viability as an ecosystem and its value as a unique resource for the community. Goals, objectives, and actions described in the plan are designed with the purpose of preserving and enhancing the lagoon's environmental integrity and quality while satisfying other purposes for public use and safety. This management plan is intended to guide all aspects of operations, maintenance, protection, improvements, and monitoring consistent with these purposes. To obtain full approval by the California Coastal Commission (CCC), the management plan also is intended to satisfy the CCC's requirements that it integrate and be consistent with all previous, partially approved elements of the plan and that it satisfy other CCC conditions and concerns.

The plan provides direction for creating a balance between the lagoon's various purposes for wildlife values, public use and safety, flood protection, water quality, and mosquito control. Achieving this balance of purposes will require a detailed level of ongoing management that is comprehensive and adaptive to changes. Without such management, the lagoon could eventually have adverse impacts on wildlife, people, or both, and valuable resources may be diminished or lost as a result.

B. BACKGROUND

Neary Lagoon is located in Santa Cruz County on California's north-central coast. The lagoon is less than one mile southwest of downtown Santa Cruz and within a quarter-mile north of the Municipal Pier at Cowell Beach.

The lagoon is within a few minutes' walk of numerous residences and important commercial, hotel, and visitor facilities, including the Santa Cruz Boardwalk amusement park, beaches, and the Pacific Garden Mall. A new retail development, the Ice House, is being constructed near the intersection of Chestnut and Laurel Streets, north of Neary Lagoon. The Roaring Camp Railroad operates a tourist train that passes the lagoon enroute from the town of Felton to the Beach at Santa Cruz.

The lagoon and its environs, described as the Neary Lagoon management area, comprise about 44 acres, most of which is wetland, riparian and woodland habitats. Neary Lagoon is a well-known bird-watching area and has been featured in national birding magazines.

Vegetation at the lagoon is dominated by riparian and freshwater marsh communities, which occupy approximately 75% of the management area. Other vegetation and land cover types in the management area are mixed oak woodland; non-native grassland, parkland and maintained landscape; cleared, graded or developed land; and open water. Developed parkland at Neary Lagoon includes a large grassy area with an amphitheater, a children's playground, three full tennis courts and one half court, a picnic area with tables and barbecue facilities, a restroom, and a 24-car parking lot. (See maps ASP-12 and ASP-13 for a description of the Neary Lagoon Management Area and the location of the various lagoon management zones.

MAP ASP-12: NEARY LAGOON MANAGEMENT PLAN

The City of Santa Cruz, California

NEARY LAGOON COOPERATIVE HOUSING
ARBOR COVE SENIOR COMMONS



LEGEND

- PROPOSED MANAGEMENT AREA BOUNDARY
- RIPARIAN AND MIXED OAK WOODLAND
- FRESHWATER MARSH
- GRASSLAND, RUDERAL, OR RECREATION
- OPEN WATER
- EXISTING TRAIL
- PROPOSED TRAIL

Source: City of Santa Cruz
Public Works Department

0 250 FEET

PROPOSED SECONDARY
WASTEWATER TREATMENT
PLANT EXPANSION

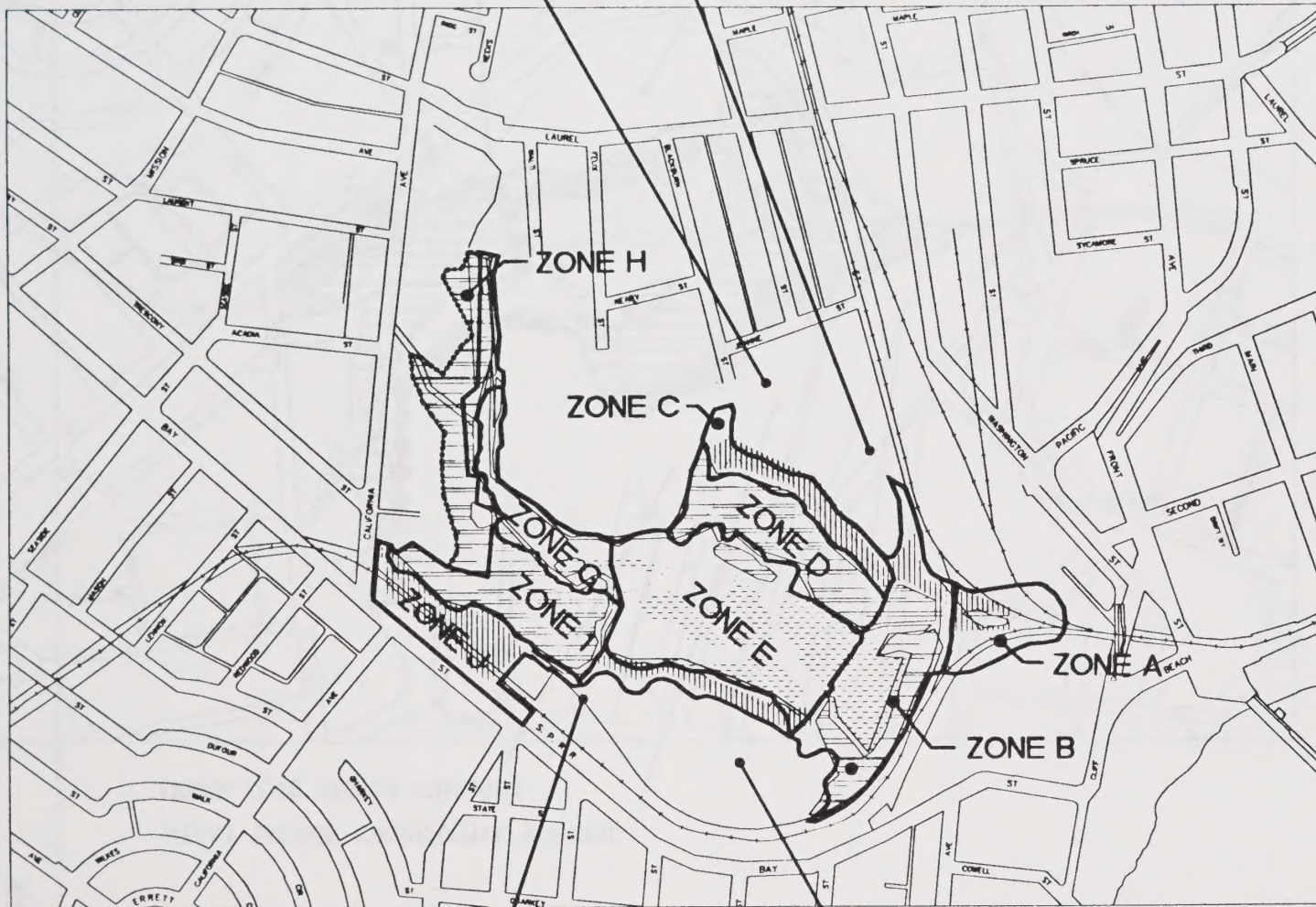
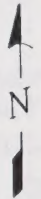
EXISTING ADVANCED PRIMARY
WASTEWATER TREATMENT PLANT

FILE: LATERRYN\MAPS\AREAS\ASP\NEARY
REVISED 1819 12/28/1992

MAP ASP-13: NEARY LAGOON MANAGEMENT AREA

The City of Santa Cruz, California

NEARY LAGOON COOPERATIVE HOUSING
ARBOR COVE SENIOR COMMONS



LEGEND

-  PROPOSED MANAGEMENT AREA BOUNDARY
-  RIPARIAN AND MIXED OAK WOODLAND
-  FRESHWATER MARSH
-  GRASSLAND, RUDERAL, OR RECREATION
-  OPEN WATER

Source: Jones & Stokes Associates
1991



PROPOSED SECONDARY
WASTEWATER TREATMENT
PLANT EXPANSION

EXISTING ADVANCED PRIMARY
WASTEWATER TREATMENT PLANT

**C. NEARY LAGOON MANAGEMENT PLANS (NL)
GOALS, POLICIES AND PROGRAM**

ENVIRONMENTAL QUALITY

Goal NL 1: Manage lagoon hydrology for flood protection, and enhancement of wildlife, vegetation, water quality, mosquito control, and aesthetics.



1.1 Manage lagoon water levels to reduce flood potential in surrounding areas.



1.1.1 Operate pump system during winter rainy season to maintain lagoon water levels below 6.5 feet msl.



1.1.2 Maintain Cowell Beach outlet structure clear of blockage during flood season by periodically inspecting and clearing as required.



1.2 Maintain lagoon outlet clear of floodflow obstructions.



1.2.1 Annually inspect and clear vegetation and other obstructions from lagoon outlet, culverts, and outlet channel.



1.2.2 Remove existing floating walkway at lagoon outlet, relocate and reuse as part of loop trail, and replace with permanent bridge structure.



1.2.3 Remove marsh vegetation (approximately one acre) from area near east embankment to provide clear channel for conveying low floodflows through lagoon.



1.3 Manage lagoon water levels to support goals for wildlife, vegetation, water quality, mosquito control, and aesthetic needs.



1.3.1 Use pump system and/or adjustable flashboard system at weir to manage water levels in lagoon between mid-April and mid-October.



1.4 Protect public safety as part of water level management.



1.4.1

Implement a program to protect public safety during outflow releases at Cowell Beach (i.e., install and operate alarm system; post warning signs; clear obstructions from outlet; and notify County Environmental Health Service and the California Coastal Commission before summer releases) and discharge during times of low beach use.



1.5

Monitor lagoon water levels and inflow/outflow conditions at least monthly and during important flood events.



1.5.1

Install staff gauges at specified locations in lagoon and monitor water levels at least monthly and during important flood events.



1.5.2

Conduct flow monitoring studies at important lagoon inflow points.



1.5.3

Monitor marsh vegetation root masses once every 10 years as part of marsh vegetation monitoring.

Goal NL 2:

Improve water quality at Neary Lagoon.



2.1

Improve quantity and quality of freshwater inflows to lagoon through improved watershed management.



2.1.1

Initiate a program to select and implement BMPs.



2.2

Improve water circulation within the lagoon.



2.2.1

Clear freshwater marsh vegetation near central floating boardwalk and south side observation platforms in management zone E.



2.2.2

Perform annual inspections and as needed clear vegetation and obstructions from lagoon outlet, channel leading to weir, and area around screw-gate and concrete weir.



2.3

Conduct regular, ongoing monitoring of water quality for the lagoon and principal inflows to the lagoon.

-  2.3.1 Conduct a program of water quality monitoring, at least yearly during periods of low flow, that includes sampling and analysis of lagoon water and sediments for metals and other inorganic parameters.
-  2.3.2 Conduct a monitoring program during dry and wet weather conditions that monitors the effects of inflow volume on water quality.
-  2.3.3 If toxic pollutant levels are determined or suspected in the lagoon, conduct analyses to determine their levels and extent.
-  2.3.4 If toxic pollutant levels are determined in the lagoon, conduct or seek to funds to initiate a program to monitor the storm drain system to identify pollutant sources, analyze water quality and sediments in creeks and channels, to identify pollutants (e.g., chromium, lead and zinc) and their transport and fate within the aquatic system, and develop appropriate remedial programs.
-  2.3.5 Submit to DFG and possibly the USFWS concentrations of metals and pesticides in sediment reported in the 1991 water quality study to determine the level of potential threat to aquatic species and wildlife.

Goal NL 3: Improve and maintain native vegetation diversity and health in the management area.

-  3.1 Remove and control invasive, exotic species of vegetation detrimental to native vegetation diversity and health.
 -  3.1.1 Control yellow iris to less than 5% of marsh vegetation coverage in the lagoon by using nonchemical removal methods, replanting some control areas with cattails and tules, and monitoring reestablishment rates annually.
 -  3.1.2 Conduct an ongoing program of weed control in riparian areas by removing weeds, including acacia, eucalyptus, pampas grass, Himalaya berry, English Ivy, periwinkle, and yellow iris.
-  3.2 Control shoreline marsh vegetation in key areas to improve and maintain views for visitors and residents.

-  3.2.1 Remove and control patches of shoreline marsh vegetation at key locations around observation platforms on the south side of the lagoon, at the central floating walkway, and at key locations along the north side trail to improve and maintain views for visitors and local residents.
-  3.2.2 Secure a maintenance agreement between the City and the Cypress Point and Shelter Lagoon developments to establish maintenance responsibility for maintaining shoreline vegetation along the north side of the lagoon.
-  3.3 Protect riparian areas by restricting and limiting access by the public and domestic pets.
-  3.3.1 Permanently fence riparian areas in management zones A, B and D using fences F-2, F-3, F-4, and F-5. Construction of fence F-5 in zone A can only occur after acquisition of management control of the SPTC properties is complete.
-  3.4 Protect and manage the west side riparian forest and mixed oak woodland area consistent and in conjunction with adjacent management area purposes.
-  3.4.1 Secure improved management control of the riparian forest and mixed-oak woodland area adjacent to the west boundary of the management area.
-  3.5 Create and maintain a balance between open water habitat and freshwater marsh habitat in management zone E.
-  3.5.1 Remove emergent marsh vegetation in specified areas to achieve a 1:1 ratio of open water to freshwater marsh habitat.
-  3.5.2 Monitor marsh vegetation encroachment into open water areas at least once every two years to determine frequency of removal necessary for hydrologic, water quality, wildlife, aesthetic, and other purposes and periodically remove marsh vegetation in specified areas to maintain a 1:1 ratio of open water to freshwater marsh habitat.
-  3.6 Enhance and restore riparian forest areas in the management area.

-  3.6.1 Retain snag trees in riparian forest areas except where they present a safety hazard to visitors, and remove weed species and control public access.
-  3.6.2 Establish locally native riparian species as part of replanting efforts in cleared and graded areas and areas of riparian weed removal.
-  3.6.3 Establish locally native riparian species in the grassland in zone C in low areas adjacent to and within 40 feet of the existing riparian forest edge.
-  3.7 Restore native grassland in the management area.
-  3.7.1 Establish a predominately native perennial grassland in management zone C.
-  3.8 Monitor vegetation changes in the management area to determine rates of change; species affected; extent of changes; and timing, extent, and methods of control necessary.
-  3.8.1 Monitor expansion of weed species in the riparian forest yearly to determine the frequency required for control and the effectiveness of past removal efforts for the various weed species.
-  3.8.2 Monitor riparian forest establishment success in restoration and enhancement areas.
-  3.8.3 Monitor native perennial grassland establishment success in management zone C.
- Goal NL 4: Protect and improve opportunities for maintaining and increasing populations of native wildlife at Neary Lagoon.**
-  4.1 Minimize impacts of domestic pets on wildlife at the lagoon.
-  4.1.1 Post notices at park access points explaining the City's dog prohibition regulation, its rationale, and the City's intent to enforce the regulation.

-  4.1.2 Notify and secure cooperation of the responsible entities for City animal control for assistance in retrieving animals and enforcing regulations.
-  4.1.3 Fence sensitive wildlife areas to deter access by dogs and cats.
-  4.1.4 Enforce the policies of adjacent multi-family residential developments regarding dogs and cats.
-  4.1.5 Require pet restrictions similar to those of NL 4.1.4 for all future multi-family residential developments proposed within 1,000 feet of the management area.
-  4.2 Reduce impacts from Norway rats on lagoon wildlife populations.
 -  4.2.1 Discourage visitors from feeding ducks and encourage them to properly dispose of waste food in picnic areas to eliminate potential rat food sources.
 -  4.2.2 If the Santa Cruz County Environmental Health Service identifies a public health risk, or significant impacts on wildlife from rats are determined to exist, design a rat control program.
-  4.3 Maintain the lagoon's current native mammal populations unless adverse impacts on other important wildlife or people are documented.
 -  4.3.1 If DFG determines that adverse impacts from native mammals are threatening the health safety or welfare of people or important wildlife at the lagoon, develop a program to control populations of offending species, in consultation with DFG and Santa Cruz County Environmental Health Service.
-  4.4 Determine if waterfowl populations are declining, stable, or increasing and provide baseline information for use in guiding management direction.
 -  4.4.1 Conduct two waterfowl counts annually during late December and early January to determine the size and species composition of wintering populations for a five-year period.

Survey coverage will include all open water areas of the lagoon and the duck rearing ponds.

 4.4.2 Analyze waterfowl survey data to determine if waterfowl habitat conditions are declining, if habitat conditions are being maintained or are improving, and if a change in wintering waterfowl numbers can be correlated to management actions designed to improve waterfowl habitat conditions.

 4.4.3 Conduct biweekly surveys from mid-May through mid-July to determine the size and reproductive success of the breeding waterfowl populations for a five-year period. Survey coverage will include all open water areas of the lagoon and the duck rearing ponds. Data collected will be analyzed for reproductive success.

 4.4.4 Evaluate collected data and determine if additional monitoring is necessary to meet management objectives. If wintering or breeding populations are found to be declining, or if breeding success is consistently low, develop additional investigations to determine possible causes.

 4.5 Maintain and improve habitat conditions for waterfowl.

 4.5.1 If warranted by results of waterfowl surveys, enhance additional nesting and resting habitats on one of the lagoon's islands or construct additional islands from lagoon bottom sediments if available and approved by DFG and regulatory authorities.

 4.5.2 Remove and maintain emergent marsh vegetation to provide increased acreage of open water habitat for waterfowl and other water birds.

 4.5.3 If waterfowl surveys and analyses indicate that waterfowl habitat conditions are severely limiting wintering or breeding populations, study potential methods of providing additional forage habitat.

 4.6 Reduce competition from domestic and hybrid waterfowl for native waterfowl habitat.

-  4.6.1 Monitor populations of domestic and hybrid waterfowl as part of the waterfowl monitoring efforts.
-  4.6.2 Minimize populations of domestic and hybrid waterfowl and maintain their populations between zero and 25 individuals.
-  4.7 Reduce public use impacts on wildlife for existing operations and conditions and minimize public use impacts on wildlife for future operations and conditions.
 -  4.7.1 Continue to maintain and enforce the prohibition against fishing and provide explanations as part of interpretive information.
 -  4.7.2 Direct the existing security lighting along the north side trail away from the lagoon, or replace with low-height, indirect security lighting.
 -  4.7.3 Conduct monthly bird surveys to determine protection needs, especially during the breeding season.
-  4.8 Maintain mosquito populations at safe levels at Neary Lagoon.
 -  4.8.1 If mosquitos reach unsafe levels, identify the nature and magnitude of the mosquito problem.
 -  4.8.1.1 If the Santa Cruz County Environmental Health Service determines that mosquitos pose a public health risk around Neary Lagoon, develop and conduct a program to determine the nature and extent of the problem.
 -  4.8.2 Conduct management actions for the lagoon to help reduce mosquito habitat.
 -  4.8.2.1 As part of water level management for the lagoon, rapidly lower water levels at least twice during the warm season.
 -  4.8.2.2 Remove vegetation to open additional channels or enlarge existing channels to improve

water circulation and wave action. Coordinate vegetation removal with water quality, wildlife habitat, and other lagoon management goals.

COMMUNITY DESIGN

Goal NL 5: Maintain important views and visual features of the management area and provide enhanced viewing opportunities.

-  5.1 Control marsh vegetation to provide views in key areas as part of vegetation management actions.
 -  5.1.1 Remove and control patches of emergent marsh vegetation as part of vegetation management actions for specified areas. Retain patches of vegetation along the northside trail to provide enframed views and visual variety along the shoreline, as well as protection for water birds.
-  5.2 Improve denuded and eroded areas where vegetation is degraded.
 -  5.2.1 Revegetate eroded areas along the northside trail and other portions of the management area.
-  5.3 Maintain important native vegetation in and around the management area and protect the visual character of the escarpment partially encircling the management area.
 -  5.3.1 Preserve and enhance native vegetation on all portions of the escarpment within the management area as described in management actions for vegetation.
 -  5.3.2 Develop a program for securing improved management control of the escarpment along the west edge of the management area. If management control is acquired, manage the area to preserve its visual character through protecting patterns of native and existing important vegetation and prohibiting public access and construction of trails and structures.
 -  5.3.3 Preserve vegetation in and around the management area that serves important visual functions as part of vegetation management actions.

-  5.4 Explore opportunities for creating overlooks of the lagoon from areas that are not highly sensitive for wildlife.
-  5.4.1 Investigate the feasibility of developing an overlook near the picnic area near the juncture of management zones F and J. If determined to be feasible, the overlook will be designed to include interpretive features that will include riparian and canopy interpretation.
-  5.4.2 Investigate opportunities to provide bluff-top overlooks along the south and west bluff edges. The investigation will consider possibilities for interpreting the wastewater treatment plant as part of the overlook.
-  5.5 Design new recreation, interpretive, and other facilities to blend with the natural aesthetic character of the lagoon environment.
-  5.5.1 Emphasize use of native plants to fit with the natural character of the lagoon and attract wildlife.
-  5.5.2 Improve area along Bay Street within the management area by use of native plantings and other appropriate design elements.
-  5.6 For siting of new facilities and interpretive exhibits on trails, avoid low-quality views and screen incompatible features where possible.
-  5.6.1 Avoid views of features that are not compatible with the lagoon's character for new facilities and interpretive features.
-  5.6.2 Screen views of incompatible features from important viewing locations by planting locally native screening vegetation that may include fast-growing trees such as cottonwoods.
-  5.7 Reduce noise impacts in the management area.
-  5.7.1 Use noise walls and other techniques for noise attenuation during construction and other activities that may occur in the management area.

LAND USE

Goal NL 6: **Maintain mitigation commitments and manage land uses to preserve and protect the lagoon's character and resources.**



6.1 **Maintain mitigation commitments and manage mitigation areas consistent with requirements and conditions adopted by the City and other regulatory authorities for lands in and around the management area.**



6.1.1 **Continue to maintain the existing 10-foot-wide public easement containing the turf trail along the north edge of the lagoon at the Cypress Point and Shelter Lagoon developments for public and City maintenance access.**



6.1.2 **Improve and maintain for public pedestrian access the existing 20-foot-wide public walkway easement running between Felix Street, the terminus of Walti Street, and the Laurel Creek arm of the management area, and place signs at Felix and Walti Streets to identify the entries to the management area.**



6.1.3 **Continue to adhere to and enforce LCP requirements that restrict the types of structures allowable within the 100-foot buffer around the lagoon and wetland areas.**



6.1.4 **Continue to adhere to and enforce City and CCC requirements and conditions of approval for the CHC housing projects designed to protect the character and environmental quality of the management area.**



6.1.5 **Continue restoration efforts for the delta ditch area, including monitoring wetland status and weeds by a City-approved biologist for two years following completion of the housing project.**



6.1.6 **Continue to maintain the mitigation area for the pump station to ensure establishment and survival of revegetation plantings.**



6.1.7 **Continue to maintain the mitigation and planting areas for the advanced primary treatment expansion to ensure establishment and survival of revegetation plantings.**

-  6.1.8 Adhere to all final approved requirements for the management area of the EIR for the secondary wastewater treatment plant expansion facility.
-  6.2 Improve existing management control or portions of lands adjacent to the management area that contain important features (e.g., riparian and mixed-oak woodland vegetation, the duck pond, overlook or recreation opportunities, or steep escarpment slopes) for maintaining the lagoon's visual character and environmental quality.
-  6.2.1 Initiate a program to improve existing management control of portions of adjacent lands west of the lagoon that are important for maintaining the lagoon's visual character and environmental quality.
-  6.3 Pursue management control of land enclosed by the tracks (management zone A) on the east side of the management area to restore native vegetation and protect the environmental quality of the area.
-  6.3.1 Initiate a program to acquire management control of SPTC property in management zone A.
-  6.3.2 Immediately following acquisition of management control of SPTC land in zone A, protect the area with fencing, revegetate it using native plant species listed in Table ASP-14, and management it consistent with other goals for the lagoon.

COMMUNITY FACILITIES AND SERVICES

Goal NL 7: Maintain access and avoid damage to infrastructure in the management area.

-  7.1 Preserve access to the park and adjacent utilities.
-  7.1.1 Continue to maintain the main entry road to Neary Lagoon as part of the wastewater treatment plant facilities.
-  7.1.2 Continue to provide access for maintenance and emergency vehicles to the east embankment through the wastewater treatment plant.

Table ASP-14

**Recommended Native Plant Species for
Riparian Forest Restoration at Neary Lagoon**

<i>Common Name</i>	<i>Scientific Name</i>	<i>Form</i>
<u>Plant in Flood Zone</u>		
Yellow willow	<i>Salix lasiandra</i>	Tree
Red willow	<i>Salix laevigata</i>	Tree
Arroyo willow	<i>Salix lasiolepis</i>	Small tree
Black cottonwood	<i>Populus trichocarpa</i>	Tree
Fremont cottonwood	<i>Populus fremontii</i>	Tree
Red elderberry	<i>Sambucus callicarpa</i>	Small tree
California blackberry	<i>Rubus ursinus</i>	Bramble
California rose	<i>Rosa californica</i>	Shrub
Mule fat	<i>Baccharis viminea</i>	Shrub
California mugwort	<i>Artemisia douglasiana</i>	Herb
California beeplant	<i>Scrophularia californica</i>	Herb
<u>Plant above Flood Zone</u>		
Western sycamore	<i>Platanus racemosa</i>	Tree
Coast live oak	<i>Quercus agrifolia</i>	Tree
California coffeeberry	<i>Rhamnus californica</i>	Small tree
Blue-blossom ceanothus	<i>Ceanothus thrysiflorus</i>	Shrub
	var. <i>thrysiflorus</i>	
California wax myrtle	<i>Myrica californica</i>	Small tree
Coyote brush	<i>Baccharis pilularis</i>	Shrub
	var. <i>consanguinea</i>	



7.1.3

Continue to provide access along the eastern embankment from Chestnut Street for emergency and maintenance access.



7.1.4

Continue to provide maintenance access from the CHC development to drainage culverts.



7.2

Avoid damage to infrastructure from other management actions and protect public safety.



7.2.1

For design and construction of facility improvements and other actions in the management area, consider location, access, potential impacts, and safety concerns for infrastructure, including access to fire hydrants.

PARKS AND RECREATION

Goal NL 8: Provide improved, high-quality and safe public access, recreation, and environmental education opportunities consistent with other purposes of the management area.

-  8.1 Improve the quality and amount of public access opportunities at the lagoon.
 -  8.1.1 Develop a new pedestrian entry at the terminus of Chestnut Street to serve as the principal entry for the lagoon's natural area and new loop trail.
 -  8.1.2 Develop a new pedestrian entry at the terminus of Blackburn Street.
 -  8.1.3 Complete an interpretive loop trail around the central portion of the lagoon connecting the central floating walkway with the new Blackburn Street entrance and the new Chestnut Street entrance.
-  8.2 Provide mechanisms for controlling public access to important wildlife habitat areas.
 -  8.2.1 Install lockable gates as part of new trail construction features at key locations along the loop trail.
 -  8.2.2 Design all new trail improvements to prevent or discourage human access into important wildlife areas through the use of features such as raised boardwalks, railings, barriers, and signs.
 -  8.2.3 Construct fences in locations specified in Figure 3-2 to deter public access to important habitat areas.
-  8.3 Reduce public use impacts on wildlife and people from existing and new design elements in the management area.
 -  8.3.1 Permanently redirect the existing security lighting shining directly into the lagoon from the north side trail.



8.3.2

Surface new trails with materials that discourage use by roller skates and skateboards to reduce impacts from fast movement or recreation activities that are not compatible with the lagoon's purposes for wildlife protection and passive human use.



8.3.3

Incorporate design features in new trails that discourage fast bicycle riding while permitting wheelchair use.



8.3.4

Establish a program for children's use of the lagoon. The program will address safety and disturbances to wildlife, especially as it relates to utilization of the lagoon as a through route between home and schools.



8.4

Establish, enforce and explain reasons for restrictions on public access and activities to reduce impacts on wildlife and people to low levels.



8.4.1

While through bicycle circulation may be desired, riding of bicycles will be discouraged in the management area, except on the through trails system in areas B, F and J and where the feasibility and appropriateness of bicycle riding will be investigated to meet the goal of low-level impacts on wildlife and refuge users. A bicycle path along the railroad tracks will be investigated as an alternative. Informational signs explaining reasons for the restrictions will be posted at key entry points and other locations in the management area. Bicycle racks will be installed at key locations near entries to the loop trail with signs to explain bicycle etiquette and restrictions.



8.4.2

Prohibit activities such as rollerskating, skateboarding, littering, damaging vegetation, fishing, walking dogs, harassing wildlife, entering important wildlife areas (except by trail or with permission by the City), camping, and other activities controlled by laws and ordinances. Informational signs, including reasons for the prohibitions, will be posted at key entries and other locations and as part of interpretive exhibits in the management area.



8.4.3

Discourage activities that may disturb wildlife and people in or near the management area by posting signs explaining reasons for discouraging the activity as part of interpretative exhibits in the management area.

-  8.4.4 Public access to the areas fenced in zones A and I will be prohibited except by written permission from the City.
-  8.4.5 Restrict public access in zones B, C, D, E, G and H to designated public trails and areas except by written permission from the City. No public access restrictions will apply to zones F and J.
-  8.4.6 Restrict public use of the management area to the hours between dawn and dusk except by written permission from the City.
-  8.4.7 Continue to lock gates at key locations along the existing and new loop trail between dusk and dawn each day of the year and when determined by the City that public access along the trail segment may need to be restricted for purposes of wildlife protection (e.g., during important breeding periods), or public safety. (The park ranger service will continue to provide this service.)
-  8.4.8 Maintain access to all portion of the management area for maintenance and emergencies. Gates will be maintained for emergency access at key locations.
-  8.4.9 Explain and graphically illustrate reasons for restrictions on public use activities as part of interpretive exhibits and informational signs at the lagoon.
-  8.5 Improve and develop a new plan for recreation facilities in management zone J and limit active recreation uses to this zone of the management area.
-  8.5.1 Develop a new plan for recreation facilities and access for management zone J that responds to WWTP expansion plans and implement the plan subsequent to its approval by the City, as described in the "Public Use " section.
-  8.5.2 If a plan for recreation facilities is developed and implemented in the extreme north portion of management zone B, establish a buffer of indigenous plants between recreation facilities and the existing riparian restoration area.

-  8.6 Maintain and, where necessary, provide access and facilities to assure public safety and security for the management area.
-  8.6.1 Design new facilities to provide access needs for fire and police by providing emergency access gates at key locations and ensuring access to fire hydrants.
-  8.7 Continue to manage and provide opportunities for public use in the management area that minimizes impacts on adjacent properties and residents.
-  8.7.1 Retain the existing 10-foot-wide public easement along the north shore adjacent to the lagoon and the Cypress Point and Shelter Lagoon developments and enter into a contractual agreement with the developments' management that establishes responsibilities, guidelines, and requirements for maintaining the easement and trail.
-  8.7.2 Assist the Cypress Point and Shelter Lagoon developments with designing and installing additional signs along the existing northside trail requesting quiet and respect for residents' privacy as part of the new maintenance agreement.
-  8.7.3 Improve and maintain pedestrian access to the Laurel Creek arm of the management area from Felix and Walti Streets along the existing public walkway easement, and post signs that identify the entries.
-  8.8 Improve opportunities for environmental education and research in the management area.
-  8.8.1 Develop and install new observation areas and interpretive exhibits for the new loop trail and entrances to the trail.
-  8.8.2 Prepare a study of opportunities for environmental education programs and possibilities for interpretive exhibits for Neary Lagoon in consultation with representatives from the local school district, community groups, and other local groups and individuals.
-  8.8.3 Develop a comprehensive interpretive program for Neary Lagoon based on study findings and consisting of interpretive

themes, environmental education study programs, written materials, interpretive exhibits, and other elements.

-  8.8.4 Generate and maintain a list of potential projects and studies that could be performed by groups, students, and individuals at the lagoon to help facilitate research and environmental education uses and to increase public awareness and interest at the lagoon.
-  8.8.5 Develop a program to train and maintain a list of volunteer docents willing to lead environmental education tours and give talks at the lagoon.
-  8.9 Enforce management area regulations and ensure conduct and compliance with management plan elements.
 -  8.9.1 Designate a full-time City employee with training in biology and environmental interpretation to manage and oversee the management area.
 -  8.9.2 Require all City officials, representatives, lessees, contractors, and others performing work in the management area to coordinate with the refuge manager and obtain necessary approvals. Emergency personnel should coordinate with the refuge manager as soon as possible, when their activities may disrupt or have disrupted the lagoon ecosystem.
-  8.10 Determine the effects of public use on the environmental conditions of the management area to guide management direction and activities.
 -  8.10.1 Develop a five-year study of visitor use that will examine trends in wildlife activity and vegetation growth relative to human use in the management area. Conduct a yearly survey of park users to determine use and activity trends and analyze information to determine future management directions and needs. Monitor CHC resident children's use of the lagoon.

CULTURAL RESOURCES

Goal NL 9: Protect important cultural resources at Neary Lagoon.



9.1

Minimize impacts on cultural resources at Neary Lagoon by identifying and avoiding or, if avoidance is not feasible, mitigating impacts on cultural resources.



9.1.1

Identify and avoid, or at least mitigate impacts on, cultural resources by performing a complete archaeological reconnaissance of proposed impact areas before any ground-disturbing activities are conducted and implementing additional work as necessary.



Adopted March 1990 and July 1987, respectively

*All policies of this Plan are incorporated in the
Local Coastal Program by reference.*

A. INTRODUCTION

The San Lorenzo River runs through the City for approximately 2.7 miles from Sycamore Grove to the Pacific Ocean. The lower 2.2 mile reach was channelized by the construction of levees, dredging of the river bed and clearing vegetation in 1958 for flood control purposes. The River divides the City in half and is a key element defining the City's sense of place.

The entire San Lorenzo River flows approximately 25 miles from a steep forested watershed in the Santa Cruz Mountains to the broad floodplain at its mouth draining about 137 square miles into the Pacific Ocean. The drainage basin is relatively short and steep, and flows vary dramatically from summertime lows of less than 30 cubic feet per second (cfs) to over 30,000 cfs during peak winter floods. The estimated 100-year flood is 50,000 cfs in Santa Cruz. Upstream flow diversions for municipal and domestic use reduce summer inflows to the river and the summer lagoon.

Before the flood control project in the 1950's the San Lorenzo River was a biologically diverse and productive habitat supporting a wide variety of birds and animals. The river itself was one of the most fished in the state and represented the only major steelhead fishery south of the Russian River. While a low flow channel is cut into the river every year, fishery populations have generally declined, along with other wildlife species. The potential to improve the ecology of the river depends upon re-establishing the continuity and diversity of natural habitats along the river corridor.

In addition to the lack of biological diversity, the wide channel, predominantly straight alignment and lack of landscaping make the river appear, not as a natural and living part of the landscape, but as a sterile, engineered element apart from the community which surrounds it. The river contrasts sharply with the richness of vegetation and unique balance of town and country achieved so well in Santa Cruz.

The river, despite its unattractive appearance and poor identity, offers much to build upon. The unrealized potential of the river is the focus of community concern, and there is a strong commitment to its future improvement and reintegration with the town. It represents one of the most important open spaces within the City and is centrally located with respect to the downtown, the residential neighborhoods, the boardwalk and beach. The river continues to be used for recreational purposes and connects many major public parks and recreational areas. In addition, there are many large opportunity sites for redevelopment adjacent to the river that can help to create a more positive relationship between the City and the river. Lastly, the river offers a potential habitat for many important species of plants and animals along the levees and in the San Lorenzo Lagoon and Jessie Street Marsh areas.

B. BACKGROUND

The San Lorenzo Study Area includes the east and west banks of the San Lorenzo River from the mouth to Sycamore Grove, and extending to the nearby Downtown and residential neighborhoods bordering the river. Two planning documents set forth policies regarding the restoration, design and flood control programs for the San Lorenzo River Area: **The San Lorenzo River Enhancement Plan (SEP) and San Lorenzo River Design Plan (SDC)**. The primary objectives of these plans is to enhance the physical, biological, safety, and recreational aspects of the San Lorenzo River.

Additionally, the Army Corp of Engineers is in the process of a feasibility study to assess the costs and benefits of implementing flood control measures that would increase the flooding capacity of the San Lorenzo River and remove the Downtown area from the 100-year flood plain. The study includes an analysis of structural integrity of the levees, the costs and benefits of flood wall structures along the river, and also an analysis of the San Lorenzo River and Branciforte Creek hydrology.

1. Enhancement Plan

The primary focus of the enhancement plan is the restoration of biological resources on the lower San Lorenzo River including the San Lorenzo Lagoon and Jessie Street Marsh Areas. This restoration of a natural riparian environment in the San Lorenzo is to be coordinated with the River Design Plan and the flood control planning process by the Army Corp of Engineers. The San Lorenzo River Enhancement Plan functions as the guide to all restoration projects and their institutional implementation and maintenance. It will also serve as an essential tool to acquire funds needed to implement specific enhancement projects.

The Enhancement Plan provides details, specifications and techniques for: planting native riparian vegetation to establish and maintain a continuous corridor of riparian habitat; managing the lagoon at the river mouth; implementing sediment and drainage maintenance practices that are sensitive to biological resources; establishing a monitoring program to collect new data to increase knowledge of the river system and refine management plans; and adapting and coordinating the flood control design planning process with the Corp of Engineers and the City's restoration plans.

2. Design Plan

The San Lorenzo Design Plan recognizes the importance of the river as a major component contributing to the structure and identity of the City as a whole and proposes a number of improvements that can establish an improved role for the river in the City. These improvements advance the concept of the river as a "seam" rather than a barrier, a focus for the surrounding City, and a spine linking the diversity of activities along it.

The Design Plan brings together flood control, biologic enhancement, and aesthetic and urban design considerations into a larger vision for the future of the San Lorenzo River, from its upper reaches to the mouth. It recommends specific public improvements within

the river channel and establishes design guidelines for redevelopment opportunity areas surrounding the River.

**C. SAN LORENZO RIVER ENHANCEMENT AND DESIGN PLAN
SUMMARIES (SLR)
POLICIES AND PROGRAMS**

ENVIRONMENTAL QUALITY

GOAL SLR 1: Enhance the biologic values and create diverse and productive habitats for the river for vegetation and wildlife. (SDP, p. 6 and p. 21)

Policies and Programs:

- 1.1 Establish and maintain a continuous riparian vegetation corridor comprised of deciduous and native trees along the San Lorenzo River from Sycamore Grove to the Ocean to restore bird and terrestrial wildlife habitats. (SDP, p.6, and SEP, p.6, 13 and 21)
 - 1.1.1 Remove non-vegetation (exotics), particularly along the east bank, which provide little or no habitat value for wildlife and are out of keeping with the overall riparian environment. (SDC, p. 6)
 - 1.1.2 Implement the San Lorenzo River Riparian Vegetation Restoration Plan to restore and enhance biological values of the lower San Lorenzo River. (SEP p. 2 and pp. 23-33)
 - 1.1.2.1 Extensive plantings of trees, shrubs and herbaceous vegetation on the interior and exterior slopes of the levees and embankments must await construction of the Corps of Engineering project. However, planting of grasses and some trees and shrubs could be implemented immediately. (SEP, p. 2)
 - 1.1.2.2 Create a continuous multi-layered deciduous riparian forest along the outer portion of the east bank. Utilize native trees and shrubs to provide uninterrupted wildlife habitat and movement corridor. (SEP. p. 23)
 - 1.1.2.3 Create a continuous band of trees and shrubs along the outer west bank to screen residential and industrial development from the river pathway. Integrate plantings with river oriented businesses. Use native and selected non-native trees and shrubs to provide wildlife habitat value. (SEP, p. 23)

- 1.1.2.4 Allow emergent vegetation to establish along the channel bottom bordering each bank to serve as habitat for wildlife species. (SEP, p. 23)
- 1.1.2.5 Allow the establishment of woody willow growth at the toe of the slope adjacent to the low flow channel to provide shade and cover for fish. (SEP, p. 23)
- 1.1.2.6 Allow groves of riparian trees to establish at the toe of the slope in designated areas to provide habitat for native wildlife (primarily birds). (SEP, p. 23)
- 1.1.2.7 Provide suitable low-growing shrub growth along the inner levee slopes in designated areas to discourage ground squirrel activity. (SEP, p. 23)
- 1.1.2.8 Provide patches of shrubby vegetation along the upper slope of the inner levees in designated areas to provide habitat for native wildlife. (SEP, p. 23)
- 1.1.2.9 Provide a mixed grassland habitat along designated inner levees slopes to enhance wildlife habitat and aesthetic appeal. (SEP, p. 23)
- 1.1.2.10 Create a multi-storied flood plain riparian forest in designated areas (benchlands) to provide wildlife habitat. (SEP, p. 23)
- 1.1.3 Develop a Vegetation and Sediment Maintenance Plan that retains vegetation densities specified in the Vegetation Plan, but allows for flexibility based upon new knowledge such as measured flood capacity, or by a different distribution of vegetation that would benefit the habitat. (SEP, p. 46) See Map ASP-15 and SEP pp. 46-54 for further details.
 - 1.1.3.1 Manage the densities and distribution of vegetation shown in the Riparian Vegetation Restoration Plan establishing flood control as the primary concern in the maintenance plan. (SEP, p. 3)
 - 1.1.3.2 Develop a herbicide policy as part of the on-going maintenance plan for the river and the levees vegetation. ()
- 1.1.4 In the area, north of Highway 1, focus upon the preservation and enhancement of natural riparian vegetation. ()

- 1.1.5 Design a Vegetation Plan for the San Lorenzo River addressing public safety concerns related to dense vegetation as cover for criminal activities. (SEP, p.6 and p.13)
- 1.2 Provide for wildlife habitat "islands" where human disturbances are minimized. (SDP, p. 6 and SEP, pp. 6 and 13)

MAP ASP-15: SAN LORENZO RIVER CHANNEL PLANTING LOCATIONS AND PLANT ASSOCIATIONS

The City of Santa Cruz, California

Zone	Location	Plant Association	Acreage Created	Habitat Value
a	Channel Bottom	Brackish Water Marsh	1.7	Cover for food for fish and waterfowl.
b	Toe of Slope	White Alder Riparian Forest	3.8	Habitat for insectivorous birds, cover and shade for fish.
b	Toe of Slope	Central Coast Riparian (Willow) Scrub	1.0	Cover and shade for fish.
c	Lower Slope	Central Coast Cottonwood Riparian Forest	1.1	Habitat for birds and small mammals.
c/d/e	Lower, Mid and Upper Slope	Mixed Grassland	5.4	Habitat for seed-eating birds.
d/e	Mid/ Upper Slope	Evergreen Landscaping	2.9	Ground Squirrel control.
d/e	Mid/ Upper Slope and Mixed Grasslands	Native Shrubs	2.1	Cover and food for birds.
d/e	Mid/ Upper Slope	Mid-Terrace Mixed Riparian Forest	0.7	Habitat for birds and small mammals.
f	Outer Slope	Upper Terrace Mixed Riparian Forest	5.3	Habitat for birds and small mammals.
f	Outer Slope	Landscape Screen	4.7	Screen to pathway.

Total 28.7



- 1.3 Manage streamflow, the river bed and lagoon to enhance anadromous fish rearing and passage. Successful restoration of the fisheries will be used as the guide for determining overall success of the Enhancement Plan. (SEP, pp. 6 and 13)
 - 1.3.1 Improve the low flow channel and enhance its function for fish passage (depth, cooling, and close to vegetation). (SDP, p. 6)
 - 1.3.2 Encourage the formation of a lagoon at the river mouth. (SDP, p.6)
- 1.4 Restore estuarine conditions for vegetation and aquatic wildlife habitat on the lower river including the San Lorenzo Lagoon and Jessie Street Marsh. (SEP, pp. 6, 13, 21)
 - 1.4.1 Implement the Lagoon Management Plan to alleviate flooding on surrounding properties while maintaining optimal fish habitat.(SEP p. 2 and pp. 34-45)
 - 1.4.1.1 Institute a summer water level control program at the river mouth after the lagoon closes naturally in the late spring or early summer of 1990. The program consists of: 1) raising the elevation of the natural summer sand bar by grading beach sand and 2) installing a pump and culvert to drain water from the lagoon bottom to the ocean. If necessary, a portion of the beach should be lowered just prior to the onset of the winter rainy season (October 1) to facilitate natural breaching by flows in late fall or early winter. (SEP, p. 2)
 - 1.4.1.2 Continue monitoring fish and bird habitat quality after the water level control device is in place. Regulate the summer lagoon water surface at 4.5 feet above Mean Sea Level and discontinue breaching of the sand bar once the water level control device is in place. (SEP, p. 2)
 - 1.4.1.3 Continue monitoring basement flooding problems to determine if repairs or improvements to pump systems are warranted, or whether a lower lagoon water level is appropriate. Assess the impacts of sustained summer water levels on levees by conducting a geotechnical investigation. (SEP, p. 2)
 - 1.4.1.4 Re-vegetate the fringes of the lagoon as proposed in the Riparian Vegetation Restoration Plan. (Chapter 5). (SEP, pp. 2 and 41)

- 1.4.1.5 Modify the internal drainage system as follows: 1) Repair the slide gate at the end of the gravity outlet culvert along San Lorenzo Blvd near Jessie St. to prevent summertime flooding and excessive pumping; 2) Install a flashboard weir at the inlet to Jessie Street Marsh, located on the north side of San Lorenzo Blvd to control inflows, regulate salinities and preserve salt marsh vegetation; 3) Replace the toe ditch behind the levee at the Santa Cruz Boardwalk parking lot with a buried drainage pipe. Elevate the ground above to improve the picnic area and soil conditions for tree growth. (SEP, p. 2)
- 1.4.2 Manage the steelhead fishery in the San Lorenzo Lagoon to its full potential. (SEP, p. 21)
- 1.4.3 Control summertime water levels and salinities in Jessie Street Marsh, by repairing the slide gate on the gravity outlet and installing a flashboard weir on the headwall of the Jessie Street Marsh outlet. (SEP, p. 70)
- 1.4.4 Implement the Area 15 drainage improvements to reduce winter time storm runoff inundation. (SEP, p. 70)
- 1.4.5 Continue to make efforts to acquire ownership of the Jessie Street Marsh. (SEP, p. 70)
- 1.4.6 Develop a specific restoration plan for the Jessie Street Marsh. (SEP, p.70)
- 1.5 Manage important habitat areas on the riverbed for desirable bird species and eliminate habitat for pigeons under the Water Street bridge. (SEP, p. 6 and 13)
- 1.6 Improve River and lagoon water quality and minimize degradation from sewage leaks and urban runoff pollutants such as grease, oils, detergents, and non-point source bacterial pollution related to an urban river as well as taking measures to minimize human exposure and contact to degraded water. (SEP, pp. 6, 13, 22)
 - 1.6.1 Investigate methods of controlling urban runoff pollutants to prevent grease, oils, detergents and bacteria from entering the river. (SEP, p. 3)

- 1.6.2 Investigate the feasibility of summertime pumping of ponded water in City storm drains to the City's Sewage treatment plant. (SEP, p. 3)

COMMUNITY DESIGN

GOAL SLR 2 Improve the scenic value and urban qualities of the river corridor. (SDP, p. 7)

Policies and Programs:

- 2.1 Develop the proposed flood wall as an important design element along a continuous pathway with landscaping, lighting, seating and other amenities, from the mouth to the Highway Bridge. (SDP, p. 11) See attached design guidelines.
- 2.2 Use biological restoration to enhance the aesthetic quality of the surrounding urban landscape taking full advantage of the river as a major public and urban open space. Integrate recreational uses, and commercial and civic development with environmental restoration and flood protection. (SEP, p.21)
 - 2.2.1 Planting along the river is proposed to create a green "necklace" giving visual prominence to the river and connecting activity centers all along it through an uninterrupted pedestrian path extending from the mouth to Sycamore Grove. (SDP, p. 10) See attached design guidelines.
- 2.3 Improve the appearance of the river as a natural element in the City, allowing for a diversity of experiences. (SDP, p. 7)
- 2.4 Enhance views to and along the river. (SDP, p. 7)
- 2.5 Accentuate major gateways to the river. (SDP, p. 7)
- 2.6 Emphasize the role of the river in providing structure and a sense of orientation within the City and express its continuity through a continuous planting of tall, deciduous trees. (SDP, p. 7)

LAND USE

- 3.1 Encourage the rehabilitation and expansion of adjacent residential areas. (SDP, p. 7)
- 3.2 Encourage the reorientation and expansion of commercial facilities. (SDP, p. 7)
- 3.3 Designate a River Project Manager to effectively integrate the Enhancement Plan into the River Design Concept Plan, and to ensure proper coordination with the Corp of Engineers flood control project. (SEP, p. 4)

- 3.4 Work in a cooperative manner with the Corps of Engineers to achieve flood control objectives while addressing environmental needs and the diverse interests of the local community. (SEP, p. 21)
- 3.5 Monitor the behavior of the San Lorenzo River to develop an "Adaptive Management Strategy" to apply new information and understandings to management of the river to improve flood control and the quality of the riparian ecosystem. (SEP, p. 7)
 - 3.5.1 Continue to utilize the resources offered by the University of California in surveying the channel each year. (SEP, p. 64)
 - 3.5.2 Survey topography of the channel bed annually at the cross sections used in previous surveys and add two cross sections between Highway One and the City Weir to determine whether removal of sediment is necessary to maintain the June 1980 bed elevations and for determining changes after major floods. (SEP, pp. 62, 64)
 - 3.5.3 Document vegetation on river bed and banks along transects from Soquel Avenue to Highway One in a manner that is consistent in successional surveys to provide information on what size vegetation scours out or is buried during floods and how plant communities are evolving. (SEP, pp. 62, 64)
 - 3.5.4 Monitor scour chains in the river bed after major flood years to relate depth of scour to flow. (SEP, p. 64)
 - 3.5.5 Mark and survey high water marks after major floods to help assess the project performance in containing floods, and in relating flood events to scour or deposition processes, and in determining threshold flows for scouring vegetation off of the channel bed. (SEP, p. 64)
 - 3.5.6 Take an aerial photograph yearly to monitor changes in vegetation and the low flow channel, and for planning maintenance activities. (SEP, p. 64)
 - 3.5.7 Install a recording stream gage at Highway 1, downstream of the City's Diversion Weir and underflow pumps. (SEP, pp. 62, 64)
 - 3.5.8 Restore the USGS recording stream gage on Branciforte Creek at Market Street. (SEP, p. 64)
- 3.6 Design River improvements to cause minimal disturbance of existing vegetation and to maintain the natural character of bluff areas. (SDP, p. 16)
- 3.7 Design bridges to serve as memorable gateways and attractive structures when viewed from the river itself. (See SDP, p.17 for more details)

- 3.8 Design of bridges should accommodate pedestrian movement along both sides of the roadway, and be separated from traffic by a raised curb and gutter. The bridges should also be designed to provide for continuous public access beneath the structures along the levee promenades. (SDP, p.17)
- 3.9 Phase and implement improvements to The River Mouth Section (to Riverside Avenue Bridge) of the San Lorenzo River. (See SDP, p.16 - 17 for more detail.) (See Map ASP-16.)
- 3.9.1 Extend the promenade along the east bank of San Lorenzo (East Cliff Drive side) across the creek mouth and along the bluffs to the railroad pedestrian overcrossing. Also, consider developing an upper pathway along the edge of the roadway and beneath the stand of eucalyptus to provide connections to the top of the railroad bridge stair at East Cliff Drive. (See SDP, p. 16 for more detail)
- 3.9.2 Create a pedestrian trail from the promenade, below the East Cliff Drive bridge, to Ocean View Park, Jessie Street Marsh and the existing creekwalk leading to Pine Street and East Side neighborhoods. (SDP, p. 16)
- 3.9.3 Construct a flood wall (similar to the design described for the upstream reaches) at the inland edge of the promenade at the top of the east bank levee along San Lorenzo Boulevard. (SDP, p. 16)
- 3.9.4 Widen, strengthen and improve the safety features of the pedestrian/bicycle bridge on the railroad trestle. (See SDP, pp. 16, 17 for more detail.)
- 3.9.5 New development in the surface parking area along the west bank of the river (Third Street area) should be oriented to the riverfront promenade and the proposed linear park. Through-block pedestrian linkages to Third Street from the promenade and park should be provided at several points to break up the large block size of the parcel. These are recommended at Uhden Street, Kaye Street, and midway between Kaye and Beach Streets. (SDP, p. 17)
- 3.9.6 Provide a flood wall along the inland edge of the promenade on the west bank of the river, between the Riverside Bridge and the river mouth. Also, establish a 40-foot linear open space inland of the promenade and at the elevation of the flood wall to serve as an attractive area for picnickers and as a well-landscaped edge between future land uses and the river. (See SDP, p. 17 for more details.)

- 3.10 Phase and implement improvements to The River Bend (Riverside Avenue-Broadway) of the San Lorenzo River. (See SDP, pp. 17-19 for more detail.) (See Map ASP-16)
- 3.10.1 Give particular care to preserving the visual prominence of the river at its bend area and location at the foot of steep banks of Beach Hill when treating inner slopes to reduce erosion. (See SDP, p. 18 for more detail)
- 3.10.2 Alleviate erosion problems adjacent to the Laurel Street Extension and along the foot of Beach Hill by shifting alignment of the river to the east to allow for an attractive bank treatment along the west slope and to provide for smoother flow of the river around the bend. (See SDP, p. 18 for more detail)
- 3.10.3 Shift the east bank levee and promenade to the east along San Lorenzo Boulevard. Cut down the top of the existing levee to create an attractive benchland park, at the approximate elevation of the 25-year flood. (See SDP, p. 18 for more detail)
- 3.10.4 On the top of the new levee, construct a flood wall on the inland edge of the promenade in a similar configuration to other reaches of the river. (SDP, p. 18)
- 3.10.5 Rebuild Laurel Street extension as a two lane roadway with sidewalk and develop a lower 12 foot wide promenade and bikeway at the approximate 25-year flood elevation connected to the sidewalk by stairs at three points along the length (Cliff Street, Liebrandt, and Riverside Avenue). (See SDP, p. 18 for more detail)
- 3.10.6 On the west bank of the river, north of Laurel Street extension and south of the Broadway Bridge create a gently sloped and grassy bowl along the river edge to accommodate sunbathing, picnicking and more organized events such as concerts, performances and river festivals. A portion of the grass slope should be terraced with thin concrete curbs, to take up the grade and accommodate seating of large groups of people. (See SEP, p. 7 and SDP, pp. 18 and 19 for more detail.)
- 3.10.7 Consider development of a mixed-use river-oriented development in the undeveloped opportunity site between Laurel and Beach Hill adjacent to the river. (See SDP, p. 19 for more detail.)
- 3.10.8 Provide a flood wall on the inland edge of the promenade adjacent to the grassy bowl, against which backfilling for planting, or active commercial uses such as cafes, could occur. (SDP, p. 19)

- 3.11 Phase and implement improvements to The Front Street Plaza (Broadway-Soquel) of the San Lorenzo River. (See SDP, pp. 19-20 for more detail.) (See Map ASP-16)
- 3.11.1 East-west linkages should be enhanced and the prominence of the river accentuated through distinctive landscaping, lighting, and stairs that provide direct pedestrian and visual access to the levee-top and promenade. (See SDP, p. 19 for more detail.)
- 3.11.2 Create a riverfront plaza along the bank of the river on axis with the Metro Center Bus Terminal. The plaza should be designed to provide a strong visual terminus and gateway to the river from the Downtown. (See SDP, p. 19 for more detail.)
- 3.11.3 New development should provide commercial uses, such as restaurants and shops along the riverfront promenade. Particular emphasis should be given to food-oriented uses that will create an attractive destination, complementary with the retail orientation of Pacific Avenue. Buildings should not set back more than 20 feet from the promenade and the 20-foot space should be used for outdoor cafes. Development should also not turn its back on Front Street; rather active, commercial uses with storefront treatment are recommended along this street frontage. (See SDP pp. 19-20 for more detail.)
- 3.11.4 A flood wall should be provided on the inland side of the west bank promenade that serves as an attractive area defining the edge between the public promenade and the more private outdoor cafes, as well as a base for the decorative lighting standards and an informal place for seating. (SDP, p. 20)
- 3.11.5 In addition to the plaza with its fluvial staircase, public access to the water's edge should be encouraged at other locations along this reach of the river. Develop a smaller staircase at Cathcart Street, providing access to the river. (SDP, p. 20)
- 3.11.6 Construct a pedestrian bridge to connect Broadway with the proposed river plaza. The bridge should be designed to reinforce the visual gateway to the river that is created along the Broadway axis. (SDP, p. 20)
- 3.11.7 Redesign the pocket park at the foot of Broadway as a more distinctive and usable entry to the river corridor. (See SDP, p. 20 for more detail.)
- 3.11.8 Construct a flood wall on the inland edge of the east bank of the promenade to protect against flooding and to accommodate backfilling on the inland slope. (SDP, p. 20)

- 3.11.9 Construct a low retaining wall (approximately 18 inches) at the toe of the outer east bank levee and along the property line of adjacent residential development to provide for backfilling and planting on the outer levee slope and serve as a strong definition of the riverfront open space. (SDP, p. 20)
- 3.11.10 Incorporate a continuous landscape screen along the property line to provide a visual definition of backyard spaces, in addition to the riparian corridor vegetation. Walls on private property should be allowed to a maximum height of four feet above grade. Landscaping, or an open fencing or trellis, may be permitted above that height, if desired, for additional privacy. (SDP, p. 20)
- 3.12 Phase and implement improvements to The San Lorenzo Park Reach (Soquel-Water) of the San Lorenzo River. (See SDP, p. 20-22 for more detail; see also Map ASP-16)
 - 3.12.1 Protect sandbars as loafing areas for gulls and other shorebirds and limit public access to the riverbed. (SDP, p. 21)
 - 3.12.2 Control growth of existing willow thickets on the east bank through thinning and plant additional woody species for more diversity and creation of a multi-layered canopy. (SDP, p. 21)
 - 3.12.3 Replace Monterey pines, cypresses and other non-native ornamental plantings in San Lorenzo Park with deciduous trees that are more compatible with the riparian environment. (SDP, p. 21)
 - 3.12.4 Construct an 18-inch flood wall along the upper edge of the benchland in San Lorenzo Park. This wall should be designed with the same cross section as that described for the Highway One-Water Street reach, to provide a continuous edge for the pedestrian trail and bikeway as well as an attractive transition between the upper and lower portions of the park. (SDP, p. 21)
 - 3.12.5 Realign the mouth of Branciforte Creek to meet the river at a more acute angle in order to alleviate problems of flow convergence. The design of the realigned creek mouth should incorporate a terraced promontory serving as a significant gateway to San Lorenzo Park and as an important outlook along the river. The pedestrian trail and bikeway within the park should also connect to a walkway that should extend across the creekmouth, beneath the Soquel Avenue Bridge and to the levee walkway to the south. (SDP, p. 21)
 - 3.12.6 Within San Lorenzo Park, activities between Dakota Street and the pedestrian footbridge should be intensified to increase security and promote more diverse utilization of the area. (See SDP, p. 21 for more detail.)

- 3.12.7 Encourage planting of low growing chaparral on the mid-slope of the embankment, including toyon, baccharis and ceanothus on the west bank of the river. Non-native species which have little wildlife habitat value (such as melaleuca) should be removed. (SDP, p. 21)
- 3.12.8 Maintain the existing promenade/bikeway on the west bank of the river at its present location. To achieve flood protection and promote more attractive public access along this reach of the river construct a sidewalk along the eastern edge of River Street. (SDP, p. 21)
- 3.12.9 Redevelopment of the Long's/Albertson's shopping center along the western edge of River Street South should be designed to ensure a more positive and active edge adjacent to the river, with several through-block pedestrian linkages from Front Street and with development stepping down in height along the street edge. Consideration should also be given to the closure of River Street South between River and Water Streets to permit a more direct relationship between commercial activities (e.g., shops and restaurants) and the riverfront promenade. (SDP, p. 21 and 22)
- 3.13 Phase and implement improvements to The Transitional Zone (Water to Highway One) of the San Lorenzo River. (See SDP, p. 22-23 for more detail; see Map ASP-16)
 - 3.13.1 Preserve the open characteristics of the inner banks and the sandbars within the riverbed for the feeding and nesting of shorebirds, particularly the spotted sandpiper. Discourage public access to the riverbed in this reach to minimize the disruption of these habitats, particularly during the critical months of May through July. (SDP, p. 22)
 - 3.13.2 Design an approximately 18 inch high flood wall on both the east and west banks as an integral part of the pedestrian trail and bikeway. In addition to offering flood protection, this wall should provide a strong edge to the levee-top promenade, a base for the decorative lighting fixtures, a place for informal seating, and a retaining surface that permits backfilling of the outer banks. At approximately 250-foot intervals, this wall should step back from the promenade by 4 feet for the placement of two benches on either side of a lighting standard. (SDP, p. 22)
 - 3.13.3 The outer banks on the east bank of the river should be planted with deciduous trees to provide a continuous canopy serving as a habitat for wildlife. Where appropriate biologically, the outer banks should be enhanced as an open space for the adjacent neighborhood. To this end, these areas should be regraded and the drainage ditch at the toe of the levee culverted to create a more gradual and usable slope

including terraces for small community gardens as well as play areas. Also, enhance the existing play area at the foot of Kennan Street and adjacent to the PG&E substation should be enhanced as a central focus of the linear neighborhood park. (SDP, p. 22)

- 3.13.4 Strengthen pedestrian and visual linkages between the Ocean Street corridor and the river along the east-west cul-de-sacs of Felker, Pryce, Kennan and Blaine Streets by enhancing existing public easements at these street ends, through improved landscaping, lighting, and the provision of levee stairs. Negotiate with private property owner(s) at the foot of Franklin Street for an additional access easement from this street to the river. (SDP, p. 22)
- 3.13.5 Construct new pedestrian overcrossings at the Highway One Bridge and at mid-point along the reach in the vicinity of Kennan and Josephine Streets. These pedestrian bridges should be designed as light and elegant structures that do not detract from the visual quality of the river channel. (SDP, p. 22-23)
- 3.13.6 New development on the west side of the river should orient activities to the water by raising the ground level of development to the promenade elevation and gradually grading back to the street level. The massing of buildings should generally step down in scale to the river, and buildings should set back 40 feet from the levee edge to create a broad space for landscaping along the river edge. (SDP, p. 23)
- 3.13.7 Create an attractive open space destination and visual gateway to the river in the vicinity of Josephine Street and the proposed pedestrian bridge. (See SDP, p. 23 for more detail.)
- 3.13.8 Consider realignment of River Street to create a more efficient transportation system and improve redevelopment opportunities on the west bank of the river immediately north of the Water Street Bridge. (SDP, p. 23)
- 3.14 Phase and implement improvements to The Natural River (north of Highway One to Sycamore Grove) of the San Lorenzo River. (See SDP, p. 23-24 for more detail; see Map ASP-16)
 - 3.14.1 Provide a continuous pedestrian and bicycle trail along the west bank of the river to connect to Sycamore Grove and the more natural reaches of the river. (SDP, p. 23)
 - 3.14.2 Design this section of the bikeway/trail to have minimum impact on the areas where natural riparian vegetation exist. The design of the trail should reflect the more naturalistic character of this reach and

serve as a transition between the more urbanized reaches of the river and Sycamore Grove. (See SDP, p. 23 for more detail.)

- 3.14.3 Negotiate with property owners for the removal of fences and/or the acquisition of easements to develop the trail between Highway One and Sycamore Grove. (SDP, p. 24)
- 3.14.4 Maintain and enhance existing east/west trails between River Street and the riverfront and encourage additional connections where opportunities exist, such as at street ends, between properties, and/or on publicly owned land. (SDP, p. 24)
- 3.14.5 Encourage opportunities for recreational activities at Sycamore Grove that are consistent with natural features of the area. (SDP, p. 24)

PARKS AND RECREATION

GOAL SLR 4 Improve the recreational value of the riverfront. (SDP, p. 7)

Policies and Programs:

- 4.1 Emphasize the role of the river as a central spine connecting recreational activities within the City to one another. (SDP, p. 7)
 - 4.1.1 Wherever feasible, improve linkages between adjacent uses and the river. (SDP, p. 7)
- 4.2 Provide amenities to aid use of the river as urban open space. (SDP, p. 7)
- 4.3 Provide more opportunities to experience the river at close range and get down to the water's edge. (SDP, p. 7)
- 4.4 Allow for continuous pedestrian/bicycle movements from Sycamore Grove to the mouth of the river. (SDP, p. 7)
 - 4.4.1 Increase the number of pedestrian crossings of the river. (SDP, p. 7)
- 4.5 Provide ample facilities for handicapped access and enjoyment of the river. (SDP, p. 7)
- 4.6 Provide bicycle parking, where appropriate. (SDP, p. 7)

SAFETY

GOAL SLR 5 **Improve the flood control capacity of the river. (SDP, p. 6)**

Policies and Programs:

- 5.1 Achieve a non-dredging solution to flooding as proposed by the City's hydrologists in the San Lorenzo River Design Plan. (SDP, p. 10)
 - 5.1.1 Replace upstream portion of the Water Street Bridge. (SDP, p. 10, SEP, p. 7)
 - 5.1.2 Construct a low flood wall for protection at the top of the levees. (SDP, p. 10)
 - 5.1.2.1 Create a continuous flood wall to provide 3 feet of freeboard above the 100-year flood. (SDP, p. 6)
 - 5.1.3 Widen and realign the channel in the riverbed between the Broadway and Riverside Avenue bridges. (SDP, p. 10)
 - 5.1.4 Reconfigure the confluence of Branciforte Creek as it enters the San Lorenzo River. (SDP, p. 10)
 - 5.1.5 Maintain the short-term scour regime of the river during floods. (SDP, p. 6)
 - 5.1.6 Manage upstream sediment sources and erosion to reduce amount of sand. (SDP, p. 6)
 - 5.1.7 Minimize obstruction of channel with structures. (SDP, p. 6)
 - 5.1.8 Encourage the adoption of innovative storm water runoff measures in upstream areas and adjacent to the river so that as development occurs, the prospects of flooding are not worsened. (SDP, p. 6)
- 5.2 Refine the River Design Plan and the Corp of Engineers Flood control Project to accommodate the San Lorenzo River Enhancement Plan as follows (SEP, p. 3):
 - 5.2.1 Change project design hydraulic roughness values to reflect the inclusion of vegetation. (SEP, p. 4 and 55)
 - 5.2.2 Increase the effective height of the levees between Soquel Avenue and Highway 1 by an additional 0.5 to 2.0 feet than is called for in the Design Concept and Corp of Engineers design. (SEP, p. 4 and 55)

- 5.2.3 Implement the Maintenance Plan to maintain the proper vegetation densities and hydraulic conditions. (SEP, p. 4 and 55)
- 5.2.4 Mitigate any impacts upstream of Highway One resulting from increased flood elevations caused by the Enhancement Plan. (SEP, p. 4 and 55)
- 5.3 Maintain levee and rip-rap stability. (SEP, p. 21 and SDP, p. 6)
 - 5.3.1 Minimize levee damage from soil piping which results from high lagoon water levels. (SEP, p. 6 and 13)
 - 5.3.2 Vegetation should not reduce or undermine safety and integrity of the levees or protective rip rap, therefore the Vegetation and Maintenance Plans should identify species and methods which minimize these problems and provide quality habitat. (SEP, p. 21)
 - 5.3.2.1 Avoid impacts to levee stability caused by deeply rooted trees. (SEP, p. 6 and 13)
- 5.4 Minimize summertime flooding of poorly drained areas behind levees when the river mouth is closed by a barrier beach and the lagoon water levels are high. (SEP, p. 6 and 13)
 - 5.4.1 Implement the San Lorenzo River Lagoon Management Plan. (CHAPTER 6) (See policy SLR 1.4.1)
 - 5.4.1.1 Control the lagoon openings to avoid instantaneous breaching causing rapid high water on populated beaches. (SEP, p. 6 and 13)
- 5.5 Keep vegetation density in the flood control channel to a level that does not seriously impede flow by adding too much hydraulic roughness or by binding riverbed sediments and preventing scour during major floods. (SEP, p. 6 and SDP p. 6 and 13)
 - 5.5.1 Develop an optimal density and distribution of species to achieve a balance between flood control and resource restoration. (SEP, p. 21)
- 5.6 Provide full access to the channel for maintenance equipment and personnel. (SDP, p. 6)
- 5.7 Implementation of all river enhancement policies must be consistent with the goals and objectives of the Monterey Bay National Marine Sanctuary.

D. AREA-WIDE DESIGN GUIDELINES

Within River Corridor

Flood Wall

The City's hydrologists, Phillip Williams and Associates, have proposed a continuous flood wall along the banks of the San Lorenzo to provide 3 feet of freeboard above the 100-year flood as required by the U.S. Army Corps of Engineers.

1. This flood wall should be developed as a relatively continuous design element, integrated with lighting and seating.
2. The flood wall should typically be of an 18-inch height and should be located on the inland side of the levee access road or pedestrian pathway.
3. The flood wall should be used on the inland side of the levee as a way of encouraging filling and planting on the outer slopes.
4. The use of landscaping and stone work should be incorporated where possible on all walls to minimize the visual effect of long or extensive concrete surfaces.

Planting

1. A continuous deciduous forest should be planted along the outer east bank of the river to create an uninterrupted habitat for migratory waterfowl, other birds and wildlife species.
2. The deciduous forest on the east bank should include a planting of many different riparian trees, creating a multi-layered canopy of vegetation which provides seasonal color, including such species as sycamore, alder box elders, willows, cottonwoods, valley oaks and buckeye. Trees should be planted in clumps and in a random or naturalistic fashion.
3. A more formal planting of deciduous trees should be undertaken on the outer west bank of the levee, in keeping with the more urban character of the western bank and to contrast the other, more naturalistic side of the river. A large deciduous tree which is well adapted to urban conditions and resistant to disease, such as the *Platanus racemosa*, should be selected for use along this edge of the river.
4. The inner banks of both sides of the river should be infilled with a layer of soil, hydroseeded with a mixture of native wildflowers and grasses, and mulched. Special erosion control measures should be taken to ensure that the soil and plantings are anchored in place until established on the 3:1 slopes.
5. Vegetation along the inner banks of the river should generally be low in height, for greater visibility of the channel and increased sense of serenity within the channel corridor.

6. Adjacent to the low flow channel, and at the toe of the slope, a dense woody growth of willows should be planted to provide the shade and cover necessary for fish.
7. At the toe of the slope along the river banks of the levee, emergent vegetation, such as tules, should be allowed.
8. Irrigation should be provided or installed for the first two years of vegetation growth on the levee slopes until planting has successfully established itself.
9. An Enhancement Plan should be prepared for the river corridor.

Pedestrian Seating/Lighting

1. Pedestrian-scale lighting, which is approximately 16 feet above grade or below the major tree canopy, should be incorporated on the flood wall.
2. The fixture which is selected should be ornamental in character and be constructed of metal and painted, for protection from the elements and abuse.
3. Downlighting should be encouraged in order to minimize impacts on birds, and the type of lighting should encourage a natural rendition of color.
4. A regular cadence of lights should be provided, with the pooling of light at special places (such as bridges and major gathering areas) through accent lighting.
5. Seating should be integrated with the flood wall and located outside of the movement area. It should include benches in an alcove or on belvederes located 250 feet on center, as well as seating on top of the wall.
6. Seating should occasionally be provided on inner bank and overlooks incorporated where appropriate.

The Levee Pathway

1. A continuous path should be located on the top of the levee and adjacent to the flood wall for pedestrian and bicycle movement and occasional vehicular use, providing emergency and maintenance access. Simple and unobtrusive means of demarkation to separate pedestrians and cyclists should be explored.
2. The path should be generally around 12 feet wide and should be covered in a colored, fine textured (non-pavement) material, such as the decomposed granite ("Santa Cruz Gold") indigenous to the area.

Bridges

1. New bridges should not obstruct water flow; bridge piers should be located outside the channel bed on the banks of the levees.

2. Pedestrian bridges crossing the San Lorenzo should be light structures to form a counterpoint to the heavy vehicular bridges and to be relatively transparent when viewed against the horizon.
3. New vehicular bridges should be designed as gateways and to be viewed from a distance. They should allow for pedestrian movement on and below them. They should further incorporate pedestrian lighting.
4. Balustrades should be weighty, decorative elements in keeping with the structure of the bridge but, at the same time, they should allow for views through to the river.
5. The abutment of new bridges should be designed to accommodate a lower pathway along the river, and bridges should be designed for pedestrian and bicycle movement under them and access to city roads above.
6. Under-bridge areas should be carefully designed for attractiveness and security.
7. Distinctive signage or landscaping should be encouraged at the bridge heads to signal crossing of the river and the passing from one district of the city to another.

Outside the River Corridor

1. New development adjacent to the river should create a positive relationship to the promenade and the open space of the river corridor.
2. New development should protect views of surrounding hills and topography.
3. Activities should be oriented to the river and step down in height to it. The maximum height allowable immediately adjacent to and above the levee should be one story.
4. A minimum setback of 40 feet should be adopted in new development in all reaches except the west bank of the Broadway-Soquel reach.
5. Wherever possible, adjacent development should be graded up to the elevation of the promenade or flood wall to create a more positive and direct frontal relation to the river. As new development occurs, sites should be regraded to create a gradual transition in elevation from the top of the levee to the inland boundary of the parcel.
6. Adjacent lands should not be used for support or service uses, but should encourage public use and access along the river, such as parking lots or corporation yards.
7. Surface parking areas should be well screened from the riverfront promenade. Surface lots that do not serve riverfront activities should be located at least 100 feet away from the promenade.
8. Residential backyard areas should be buffered by a continuous landscape screen in the public right-of-way.

9. Street ends should be maintained as principal view corridors to the river.
10. Pedestrian access points to the river and pathway should be improved.
11. A consistent signage program should be adopted for orientation and to improve access and use of the river corridor.
12. Public restrooms and kiosks should be incorporated in key locations along the river for improved pedestrian comfort and communications.
13. Pump stations along the river should be concealed from view by landscaping and building design.

MAP ASP-16: SAN LORENZO RIVER IMPROVEMENTS

The City of Santa Cruz, California



LEGEND

1. Pedestrian trail to Sycamore Grove
2. Gateway landscaping
3. New pedestrian bridge
4. Levee improvements
5. Improvements to low flow channel
6. New pedestrian bridge
7. Improvements to upstream portion of Water Street Bridge
8. Improvements to San Lorenzo Park
9. Street/ flood wall improvements
10. Improvements to Branciforte Creek confluence
11. New pedestrian bridge
12. Front Street Plaza
13. New landscape improvements
14. Grassy amphitheater
15. New benchland park
16. Realignment of channel for erosion control/pedestrian access
17. Access improvements to water's edge
18. Pedestrian improvements
19. Cliff Walk
20. Widened pedestrian crossing on railroad trestle
21. Fountain/ water play area at river mouth

Source: San Lorenzo River Design Plan, 1987



Flood Control Maintenance Guidelines — San Lorenzo River

1. Channel Bed

- a. The channel bed should be maintained at the elevations measured in June 1980. Annual channel cross section surveys should be conducted as part of the monitoring plan. Any sediment accumulation found in excess of 1.0 foot above those levels should be removed. Most of the excess sediment requiring removal will occur in the reach between Highway 1 and Water Street. The dredging activity should be coordinated with wildlife agencies to avoid periods when wildlife may be sensitive to disruption, such as birds nesting on the river bed or fish passing in the low-flow channel. The dredging should avoid impacting the low-flow channel and a five-foot-wide vegetation buffer strip along its edges. The dredge activity should not affect the vegetation growing at the toe of the interior levee slope.
- b. Each year, before flows have declined to a level where fish passage is a concern, a fisheries biologist should develop a plan to enhance or establish the low-flow channel in consultation with the California Department of Fish and Game. The initial efforts should focus on use of flow deflectors such as rocks or logs to concentrate flow and deepen the channel. If dredging is deemed necessary, it should first be accomplished by hand if possible before resorting to machinery. Any use of machinery should avoid disrupting sensitive wildlife such as birds nesting on the channel bed, or fish passing in the low-flow channel. Dredging of the low-flow channel should leave a buffer strip of river bed vegetation, and any rocks or woody debris that provide fish cover.
- c. Woody riparian vegetation on the channel bed should be limited to a five-foot buffer strip on either side of the low-flow channel. The removal process should ensure that the root systems are broken up so that they do not bind the channel bed sediments together and restrict scouring. Removing the bed vegetation should not impact the vegetation growing at the toe of the interior levee bank. All willows in excess of one inch in diameter at breast height (dbh) should be removed from the riverbed.

2. Interior Channel Slopes

- a. From the pedestrian bridge upstream to Highway 1, a 10-foot-wide strip of willow and alder trees along the toe of the levee should be maintained. The willows should be allowed to grow up to three-inch dbh, and alders up to six-inch dbh. The lower limbs of the alder trees should be trimmed. The willows should be thinned to favor those providing overhanging cover to the low-flow channel.
- b. Upstream of Highway 1, the mature riparian forest along the east embankment should be left intact, except for a 50-foot-long reach upstream of the Highway 1 bridge which should be clear of large trees. Willow vegetation overhanging the low-flow channel should be left to provide shade and cover.
- c. On the west embankment upstream of Highway 1, the riparian trees on the bank and at the top of the bank should be selectively cut to establish a sparse forest of large trees that shade most of the bank. This will help curb dense growth of willow thicket which can impede flow and catch debris. A strip of willow or alder at the toe of the bank should be retained to provide shade and cover for the channel bed.
- d. Along the toe of the embankment and levee banks from the pedestrian bridge downstream to the Riverside Avenue Bridge, a 10-foot-wide strip of woody riparian vegetation and tules and cattails should be maintained.
- e. From Riverside Avenue to the ocean, a five-foot-wide strip of willow, cattail and tule should be maintained at the levee toe. The willow should have stem diameter no greater than 0.5 inches and be trimmed to a maximum of five-feet wide by three-feet tall prior to the winter flood season.
- f. Large riparian trees, cottonwood and sycamore, are allowed on embankments in San Lorenzo Park, and on the east embankment on the proposed river bend terrace between Laurel Street and Riverside Avenue. The density and distribution of trees should not exceed the levels shown on the Vegetation Plan.
- g. Maintain shrub and grassy vegetation on levees to densities described in the Vegetation Plan. Do not allow woody shrubs to invade grassy areas.

SANTA CRUZ HARBOR DEVELOPMENT PLAN



Adopted November 24, 1992

This Plan is incorporated into the Local Coastal Program by reference.

A. INTRODUCTION

The Harbor is a regional resource, providing recreational, commercial, social and economic benefits to the community. It functions as a group of interdependent water-related activities including boat-launching, berthing for commercial fishing vessels and recreational boats, boat repair areas, marine-related retail/commercial businesses, restaurants, sailing programs, yacht club and boat sales.

The Santa Cruz Harbor Development Plan (HDP) initially was adopted by the Port District in December 1980 and revised in 1992. The 1992 Harbor Development Plan revised and combined the previously adopted 1980 HDP and 1980 certified Local Coastal Plan (LCP) in one planning document for the lands under jurisdiction of the Santa Cruz Port District. The 1992 Harbor Development Plan is the Port District's official plan. It serves as a specific guide to development and permit approvals for the Harbor. The primary objectives of the plan are to:

- Increase the capacity of the Harbor for use by and service of recreational and commercial vessels;
- Provide facilities for commercial fish receiving;
- Expand marine-related service facilities and recreational businesses in the harbor;
- Provide non-boating recreational opportunities and shoreline access for the general public;
- Resolve implementation of the Arana Gulch Mitigation Project;
- Facilitate financial planning by providing for the expansion of facilities within the Harbor;
- Provide visitor-serving facilities for the citizens of the local community as well as for tourists visiting the area;
- Provide a well-coordinated, aesthetically pleasing development that is in harmony with Port District goals and the 1976 California Coastal Act.

B. HARBOR BACKGROUND

The planning area of the Harbor Development Plan encompasses about 38 acres of land and 52 acres of water, and accommodates approximately 920 berths and dory ties for commercial and recreational boats. Lands under Harbor jurisdiction include 3.3 acres of sandy beach on both sides of the jetties. Approximately 40,000 square feet of commercial space accommodate restaurants, retail shops, boat sales, bait and tackle shops and a variety of other marine related uses. In excess of 1,000 parking spaces support the various uses of the harbor. Table H-1 identifies existing Harbor improvements.

The preservation of the Monterey Bay in its current pristine state is of primary interest to the Santa Cruz Port Commission and the public. In September 1992, Monterey Bay was designated a national marine sanctuary by the U.S. government, becoming the eleventh and largest marine sanctuary in the United States. The Santa Cruz Harbor is the largest harbor complex that accesses Monterey Bay and will function as the gateway to the sanctuary for

future millions of visitors. In recognition of the Harbor's significant geographical position on the Monterey Bay, the Santa Cruz Port District Commission passed Resolution #92-08, in which the intent and the principles of the Sanctuary Act were adopted by the District and the Commission indicated its intent to actively assist the federal government working through the National Oceanic and Atmospheric Administration in realizing its preservation goals.

C. PLANNED HARBOR IMPROVEMENTS

The following is a description of future planned Harbor improvements and projects that the Port District will consider as funds become available. At this time, there is no commitment to or schedule for construction of specific projects. Additionally, these projects are considered proposals and as such they are subject to change over time. In the event these proposed improvements should change, new proposals will have to meet land use designation requirements set forth in this Plan and will also be restricted by availability of parking, provision of public access, and the ability to mitigate traffic and other impacts of development. Proposed sizes of specific projects are estimates to be used as guidelines for future development. Actual building sizes may vary, but the Plan establishes approximate square footages for various areas of the Harbor. Furthermore, the Harbor will continue to involve surrounding neighborhood areas in assessing its proposed development activities in order to ensure that the public is aware of the proposed development projects and that the Harbor Area remains a "good neighbor" and an asset to the area.

The Harbor is divided into three distinct areas which are defined by access and use characteristics: Upper Harbor, Lower West Harbor, and Lower East Harbor. Proposed projects are summarized in Table H-2. Table H-3 compares proposals contained in the 1980 and 1992 Harbor Plans.

1. Upper Harbor

- *Dry Boat Storage and Transient Launching Facilities:* At the north end of the Upper Harbor, additional dry boat storage (80+ spaces) with parking for trailers and combined car/boat trailers is planned, although additional dry storage spaces may be provided if adequate parking is available. Additionally, an RV facility (20± spaces) is considered a potential future use, primarily to provide support to boaters. A launch facility with wash-down facilities also is planned. Some boat slips will be removed from the north end of the Upper Harbor to accommodate the launch facility, but boats will be able to tie up along the west side of this new dock, and the total number of berths will remain at 900 or above. New boat slips may be added to the south end of the Upper Harbor, while still keeping the fairway at its current width. Charter boat operations also are planned in the Upper Harbor area.
- *Retail Commercial Uses and Food Service:* The 1980 HDP calls for a small (5,000± square foot) building adjacent to the dry boat storage to house a coffee shop and marine-related retail-commercial uses. The coffee shop has been eliminated, and this building now is planned to house a small fishing-related concessions area, restrooms, lockers for boaters, and/or other boating support facilities. These uses

are planned to primarily serve boaters who launch their boats from dry storage. A 10,000 square-foot restaurant is planned in the northern area of the Upper Harbor.

- *Observation Decks:* Five public observation decks will be located throughout the Upper Harbor on the east, west, and upper sides. These decks will be furnished with benches from which visitors can view Harbor activities, and will include bicycle racks, trash containers and landscaping.

2. Lower West Harbor

- *Dry Boat Storage with Launching Capability:* An additional launch hoist is planned; additional boat/trailer parking spaces also may be provided.
- *Turning Basin Reconfiguration:* A reconfigured dock is planned in the turning basin just south of the Murray Street bridge for UCSC sailing programs, public charter boat operations, and general boat accommodations.
- *Community Boating Center:* A small building (less than 5,000 square feet) is planned for a community meeting facility and to support the UCSC sailing program.
- *Aldo's Restaurant:* Modifications of the building's exterior and interior are planned, with potential limited expansion from 3,040 square feet to approximately 4,000 square feet. The exact nature of the modifications are not known, but could include enclosing the deck area with building expansion on the west (back) portion of the building. There are no anticipated plans to expand the deck over the water.
- *Land Exchange:* An easement will be granted by the Port District to adjacent private property owners to allow access through Harbor property to two residential units approved by the City of Santa Cruz. The District will lose 2-4 parking spaces where the easement route is located, but in exchange will be dedicated 4,400 square feet of land adjacent to a currently inaccessible 2,000 square foot Harbor-owned property. There are no immediate plans for use of the dedicated property, although the area could provide for additional parking if needed in the future. Any other proposed development of this land exchange area will need to meet the policies in the Harbor Development Plan and City General Plan and also ensure that adequate parking is provided. No other properties adjacent to the Harbor will be permitted access through Harbor-owned property.

3. Lower East Harbor

In accordance with policies contained in this Plan, new development in the Lower East Harbor will be limited to a maximum of 12,000 square feet, with no more than 5,000 square feet being non-marine related. Expected development includes the following:

- *Retail-Commercial Uses:* The Lower East Harbor is generally developed. A modest expansion and/or reconstruction of existing buildings may be planned in

the long-term. Limited expansion of the existing marine-related retail-commercial uses adjacent to the Crow's Nest Restaurant is envisioned through expansion of the second floor space at the O'Neill Building. The seven existing buildings housing various retail commercial uses in the north and central areas of the Lower Harbor-East will remain, however these buildings are expected to undergo renovation over time.

- *Coast Guard Auxiliary Building:* Demolition of the existing earthquake-damaged building is planned with reconstruction of a 3,365 square foot building of similar design to accommodate the Coast Guard Auxiliary functions, as well as public multi-purpose meeting rooms. The building size is planned to be expanded to also accommodate marine-related offices, such as a Marine Sanctuary Office.
- *Commercial Fish Facilities:* Improvements to the commercial fishery dock have been made to better accommodate commercial boats and truck traffic. Additional improvements include a 3,200-square foot pier addition to provide improved truck access and circulation, and the potential addition of a limited amount (1,000 square feet) of retail fish sales.
- *Monterey Bay Sanctuary Visitor Center:* A visitor center/interpretative center for the Monterey Bay National Marine Sanctuary is planned. The center would provide informational and instructional materials, displays, and models of the unique elements of the Monterey Bay. A specific size and location have not been proposed at this time, although use of an existing building in the central portion of the Lower East Harbor is one option.
- *Mini-Parks:* Public mini-parks exist on both the east and west sides of the Lower Harbor adjacent to the water. The westside park is complete. Completion of the eastside mini-park is planned with construction of public amenities such as benches, drinking fountains, bike racks and landscaping that will provide a park-like atmosphere for Harbor visitors.
- *Charter Boat Operations:* Existing fishing and pleasure craft charter operations are planned to be maintained in both the Lower East and Lower West Harbor areas. Lower East Harbor fishing boat charter operations are planned to be expanded from 25 to 75 passenger capacity, while the Lower West Harbor charter boat capacity is planned to expand from 50 to 100 person capacity. Some of this expansion is expected as a result of increasing interest and awareness of the Monterey Bay Marine Sanctuary.

4. Access and Circulation

- *Parking:* Parking will be provided for existing and planned uses in the Upper and Lower Harbor, including parking for Harbor visitors and beach users.
- *Pedestrian Walkways:* A pedestrian walkway will border the interior shorelines of the Harbor, linking the various land uses of the Harbor including the public observation decks and mini-parks. The District plans to implement a self-guided

walking tour around the entire Harbor with 10± stations that explain cultural, historical and environmental elements of the Harbor, including the Monterey Bay Marine Sanctuary.

- *Bicycle Access:* Bicycle access will be maintained around the Harbor via the existing roadway and path around the Harbor. Bicycle access through the Upper Harbor provides a link between Seventh Avenue on the east side of the Harbor and the Frederick Street and Seabright neighborhoods on the west side. The District plans to install bike racks over the next two years, which will result in approximately 70 bike parking spaces throughout the Harbor. Additional bicycle parking will be provided as part of new or expanded development.
- *Restrooms:* Seven existing restrooms and showers are available to boaters throughout the Harbor, as well as three public restrooms. One additional public restroom is planned as a modular facility at the UCSC Sailing Center and another facility as part of the planned Upper Harbor projects to serve visitors. Existing and planned restrooms are shown on Figures H-8 and H-9.
- *Access for the Disabled:* The District has adopted guidelines for providing access to its facilities for disabled persons in regard to recreation, commercial use, and job opportunities. When any upgrade or new construction takes place, access improvements for physically disabled persons also will take place.
- *Shuttle and Remote Parking Program:* As Harbor development proceeds, the Port District will monitor parking supply and demand. It is the long-term goal of the District to develop and implement a remote parking program in the Upper Harbor with a shuttle to transport boaters and visitors to destinations in the Lower East and West Harbor areas. It is expected that a shuttle would operate during peak periods.

D. SANTA CRUZ HARBOR (SCH) POLICIES AND PROGRAMS

Environmental Quality

- 1.1 Avoid permanent adverse impacts on the marine habitat within the Harbor by the investigation and use of least-environmentally-damaging construction techniques (such as pilings instead of fill), mitigation of adverse impacts by marine resource enhancement within the City of Santa Cruz to the satisfaction of the California Department of Fish and Game, and by the avoidance of projects that would require dredging or fill unless they are necessary to the effective functioning of recreational or commercial boating.
- 1.2 Continue annual or periodic dredging, as required, to maintain the boating functions of Santa Cruz Harbor. Dredging shall be carried out in a manner protective of the public health and safety and right to enjoy the use of downcoast beaches. In this regard,

- a) Dredged materials shall be sampled periodically in accordance with Regional Water Quality Control Board permit conditions, to determine their continuing compatibility with public recreational use. Dredged material which tests toxic shall not be deposited in the littoral cell.
 - b) Installation of any disposal system on land or offshore shall minimize visual and physical disruption of recreational beach use, and shall be buried, to the greatest extent possible.
 - c) Maximize use of dredged materials to replenish downcoast beaches to help enhance the recreational values of the beach and help protect adjacent properties.
 - d) Maintain procedures for addressing complaints regarding dredging operations. Monitor operations to insure compliance with measures a) - c) and refine operations as necessary to correct deficiencies.
- 1.3 Control water runoff by minimizing the quantity of runoff through use of drainage retention measures and protecting the water quality through necessary means to meet Water Quality Control Board Standards. Continue to install oil, grease, and silt traps as part of Harbor development and improvement projects, and implement plans to improve the existing drainage system.
- 1.4 Continue to maintain and improve the water aeration system utilized within Harbor waters for anchovy life support. The system has been effective to date in minimizing or eliminating conditions that lead to periodic anchovy kills. Support and utilize other environmentally sound methods or technologies as they become available, and if proven to prevent anchovy kills.
- 1.5 In conjunction with the California Coastal Conservancy and other responsible agencies, continue to develop and implement plans for a mitigation project for the 1972-73 loss of Woods Lagoon wildlife habitat due to Upper Harbor construction. The Port District, U.S. Fish and Wildlife Service, California Coastal Commission, and Coastal Conservancy are signatory to a "Memorandum of Understanding" which directs the Coastal Conservancy to develop a suitable restoration project. The Port District holds funds in an interest-bearing account for implementation of this project.
- 1.6 Work with the City and County to insure that any future development within the Arana Gulch watershed upstream from the Harbor is designed to prevent increased sediment from entering Harbor waters.
- 1.7 Support the principles of the Monterey Bay National Marine Sanctuary Act and actively assist the federal government, working through the National Oceanic and Atmospheric Administration, in realizing its preservation goals.
- 1.8 Conduct a sampling survey for the tidewater goby in the brackish water/freshwater zone at the mouth of Arana Creek in the Upper Harbor if there is a proposal to

develop or alter this site. If the goby is listed as an endangered species, the Port District will comply with all Federal requirements to identify and protect the goby. If found, appropriate mitigation measures necessary to ensure protection of the fish will be required and implemented.

- 1.9 Development will be in accordance with FEMA flood hazard regulations.
- 1.10 Design buildings to minimize energy use and maximize the use of natural ventilation and lighting to the greatest extent feasible.
- 1.11 Utilize water conservation devices such as low flow toilets, flow reducing faucet aerators and pressure reducing valves to the greatest extent feasible.

Community Design

- 2.1 Require design review of harbor development utilizing the 1981 *Santa Cruz Harbor Design Guidelines* and to ensure that: scenic and visual qualities of the Santa Cruz Harbor are protected; public views to and along the water of the Harbor and Twin Lakes Beach are protected; development is compatible with the architectural character of surrounding developed areas; and development is designed to complement the existing visual and structural character of the Harbor environs.
- 2.2 Protect existing trees, unless proven to be diseased or unhealthy as determined by a certified arborist or tree specialist, and provide appropriate native and drought-tolerant landscaping throughout the Harbor as part of new development and facility improvement projects and to screen unattractive uses (i.e., trash containers), where needed.
- 2.3 Ensure that site design for future Harbor development is consistent with the "General Site Design Standards" of the City's Zoning Ordinance.

Land Use

- 3.1 The Harbor is designated "Coastal Dependent" in the City of Santa Cruz General Plan and Zoning Ordinance. This designation as applied to the Harbor, allows land uses specified in the Harbor Area Plan as outlined below and shown on Table H-5 and Figures H-6 and H-7, that provide marine-related services or goods which contribute to the diverse activities associated with boating, fishing, recreational, pedestrian, and beach uses of the Harbor; are compatible with existing uses; and represent diverse activities.

Boating

- 3.2 In providing new and improved Harbor facilities, maintain at least 900 wet berths and dory ties, minimize losses of wet berthing opportunities due to provision of new or expanded launch facilities or shoreline uses, and seek to increase berths and/or boating opportunities, where feasible, by reconfiguring berths.

- 3.3 Continue to encourage increased access to Harbor and Bay waters through boating opportunities provided by teaching programs, commercial groups' fishing and recreational trips, and shared boat or slip use.
- 3.4 Maintain the overall launching capability of the Harbor at a level limited only by: demand and safety considerations; availability of parking; and appropriate facility design to mitigate traffic, marine, and other impacts.
- 3.5 Maintain the existing catamaran dry storage area within Port District boundaries for a maximum of 80 boats. The area for boat storage shall be clearly marked and managed to minimize conflicts with other beach users.

Land Development

- 3.6 To facilitate boating, coastal recreation and marine/tourist related uses within the Harbor, priority for new or expanded development will be given to facilities that support boating, fishing, coastal recreation, and visitor-serving uses over general retail, office, and commercial uses.
- 3.7 Maintain and intensify existing Harbor development in accordance with land uses shown on the attached Land Use and Access Maps (Figures H-6 and H-7). Principally permitted, accessory and special use permit requirements are outlined on Table H-5. Uses and development intensities within areas of the Harbor are outlined below.
- High intensity boating, marine-related and visitor commercial uses in the Lower East Harbor;
 - High intensity boating and recreational uses in the Lower West Harbor; and
 - Moderate intensity boating and recreational uses with limited support facilities in the Upper Harbor.
- 3.7.1 Lower East Harbor: Continue to concentrate marine and visitor-related commercial development in the southern and central portions of the Lower East Harbor. Principal uses include: boat rental/sportfishing charters; fishing and marine equipment and supplies rentals/sales; restaurants/food service; other retail sales and commercial services oriented to Harbor visitors and boaters; public offices, meeting facilities and storage for the Port District and Coast Guard Auxiliary; and visitor center for the Monterey Bay Marine Sanctuary. Accessory uses include restrooms, laundry facilities for boaters, mini-parks, observation decks, wash-down areas, and fuel sales. Maintain existing public uses (Port District and Coast Guard Auxiliary) to support the Harbor activities of these agencies. Allow a limited amount of general office, retail, and commercial uses, subject to development standards outlined in Policy 3.8 below.

Maintain marine industrial uses in the northern portion of the Lower East Harbor to allow industrial-type marine-related and commercial fishery support uses dependent on a shoreline location. The principal uses are boat repair and construction and commercial fish receiving and other support facilities. Allow continued operations of restaurant as previously approved. Allow a limited amount of retail fish sales (1,000 square feet) in support of the commercial fishery operations.

3.7.2 Lower West Harbor: Maintain recreational boating support facilities as the primary land use. Principal uses include: boat hoist; berth parking; dry boat storage; pleasure craft charters; and public or quasi-public offices, meeting rooms, and storage for the Coast Guard and UCSC Boating Program. Accessory uses include restrooms, mini-parks, and wash-down areas. Allow improvement of Aldo's Restaurant, including limited expansion for a total square footage of 4,000 square feet with a special use permit. Allow additional dry boat storage and boat hoist, upon demonstration that adequate parking can be provided. Allow one new building (less than 5,000 square feet of floor area) to accommodate public or quasi-public uses of a recreational, educational, cultural, or public service nature, which are in support of existing boating, marine and Harbor uses.

3.7.3 Upper Harbor: Maintain recreational boating support facilities as the primary land use. Principal uses include: launch ramp; berth parking; dry boat storage; charter boat operations; and Port District maintenance facility. Accessory uses include restrooms, laundry facilities for boaters, mini-parks, observation decks, and wash-down areas. Allow expansion of dry boat storage, upon demonstration that adequate parking can be provided. Allow a limited number of recreational vehicle parking spaces in support of recreational boating activities subject to compliance with development standards in Policy 3.8.

Allow limited marine/visitor commercial uses (less than 5,000 square feet of floor area) to accommodate fishing/marine related concessions, lockers for boaters, and other boating support facilities. Allow construction of visitor-serving restaurant upon approval of a Special Use Permit by the City of Santa Cruz.

Limit uses within areas of steep slopes and sensitive habitats along the northern and eastern perimeters of the Upper Harbor to non-vehicular public access, consistent with provisions of the City's Conservation regulations and protection of habitat, visual, or other resources present.

3.8 Allow new, expanded, and/or replacement development and uses in accordance with uses outlined in Policy 3.7 and on Table H-5, CD (Coastal Dependent) Zone District standards, development/design standards outlined below, provision of adequate parking and mitigation of environmental impacts. Building sizes and uses identified in this Plan and on Table H-2 are approximate and shall be

restricted by availability of parking, provision of public access, and the ability to mitigate traffic and other impacts of development.

3.8.1 Require each development in Santa Cruz Harbor to be served by adequate parking according to the standards of the City, with the following additions and modifications:

- 1 space per 400 sq. ft. of commercial fish facilities
- 1 space per 1,000 sq. ft. of boat yard, maintenance and storage areas
- .6 space per berth
- .35 space per dry 1 boat storage space
- 1 visitor space per 5 car trailer spaces at boat launching areas
- 1 space per 4 charter boat passengers

3.8.2 New or expanded structural development in the Lower East Harbor shall not exceed 12,000 square feet, excluding replacement square footage, and shall be allowed upon demonstration of adequate parking including implementation of parking management programs, as may be necessary. To insure that Harbor land uses continue to be oriented toward boating, marine, and coastal visitor/recreational uses, no more than 5,000 square feet of building square footage in the Lower East Harbor will be allowed for non-marine related, general retail, commercial and office uses. Such uses will be allowed in the central and upper portions of the Lower East Harbor area upon demonstration that parking demand can be accommodated without decreasing overall parking availability for other principal Harbor uses.

3.8.3 Buildings shall not be expanded over the water, except for pier additions.

3.8.4 New development shall not exceed two stories (35 feet) in height, except for accessory uses which shall not exceed 1 story (15 feet) in height. Development shall be consistent with the City's CD District regulations and development standards and the Port District's adopted *Santa Cruz Harbor Design Criteria* (June 1981).

3.8.5 Allow overnight parking use in the Upper Harbor by a limited number of visitor-serving recreational vehicles (i.e. 20), with priority given to boating-related users, upon demonstration that provision of such use does not remove or preclude priority boating facilities (dry storage, boat trailer parking); will not conflict with boating support activities; and appropriate measures are incorporated into project design in which length of stay is limited to a short-term duration (14 days), and adequate security and services (water, sewer) are provided.

3.9 Support City and County land use designations that accommodate marine-oriented retail and commercial service in commercial zones within 1/2 mile of the Harbor

and boat building and storage uses in heavy commercial/industrial zones within a mile of the Harbor.

- 3.9.1 Work with the County to maintain a commercial land use designation on Harbor-owned property along Seventh Avenue which can accommodate potential future coastal/marine-related commercial uses associated with Harbor uses and activities.

Waterfront Areas

- 3.10 Maintain waterfront recreational uses in Harbor waters, sandy beaches and a portion of land along the immediate shoreline. Principal uses include active (e.g., bicycling, jogging, swimming) and passive (sunbathing, walking, photography, etc.) recreation and boating, including catamaran boat storage. Only minimal public safety improvements, and floating docks shall be permitted to intrude upon the beach, harbor channel, or the jetties.

Circulation and Parking

- 4.1 Cooperate with the City of Santa Cruz in the development and implementation of a trip reduction program in support of regional traffic congestion management strategies and in response to the unique characteristics of the Harbor.
- 4.2 Design Upper Harbor improvements to accommodate future bus access and turnouts.
- 4.3 In cooperation with the City and other responsible agencies, investigate, and implement as funds become available, innovative transit systems which would enhance recreational use of Santa Cruz Harbor while reducing reliance of such traffic on the Murray St. bridge.
 - 4.3.1 Continue to explore feasibility and funding options for establishing a harbor water ferry between the Upper and Lower Harbor as Harbor development occurs and activities/uses increase.

Parking

- 4.4 Maintain the existing level of beach parking spaces within Harbor boundaries (31 spaces in the west parking lot and 22 spaces in the east parking), but allow relocation of such spaces in conjunction with implementation of a Harbor shuttle and if relocation is necessary to accommodate coastal dependent uses.
 - 4.4.1 Provide clear signs to indicate location of Harbor parking areas devoted to beach parking to insure that these remain available for that use.
- 4.5 Maintain existing level of parking, and expand, where feasible, through parking lot reconfiguration, to support addition/expansion of Harbor uses. Utilize parking rates as shown on Table H-4. Estimated parking demand is shown on Table H-4.

Parking availability shall be evaluated for each project and Table H-4 will be updated as developments are approved. Allow a 10% parking reduction for existing and future uses in the Lower East Harbor due to shared uses in this area in accordance with such allowances set forth in section 24.12.290 of the City Code. A 10 % parking reduction may be allowed in the Lower West Harbor upon demonstration of shared uses and with approval of a Special Use Permit.

- 4.6 Consider shared use of Lower West Harbor parking facilities with the Santa Cruz Yacht Club, if preparation of a parking study by a qualified traffic engineer determines that adequate parking is available without preempting or precluding parking for Harbor uses, and upon approval of a limited-term Special Use Permit by the City. The coastal permit for any shared use of the harbor parking shall be limited to a maximum of two years and shall require that no private functions, e.g., weddings, banquets, et al., will occur during peak use hours including on weekends, holidays, and special event periods. In no case shall Yacht Club parking displace coastal priority use, including beach use, parking in the Harbor District in the Lower West Harbor. On off-season weekends, the Port District shall have the discretion to allow Yacht Club parking if no conflicts with public use will occur.
- 4.7 In areas where future parking shortages have been identified, require new or expanded uses to provide shuttle transportation to remote parking areas in accordance with Port District requirements and/or require participation in an integrated Harbor shuttle system to be developed by the Port District and approved by the City of Santa Cruz and California Coastal Commission.
- 4.8 Parking for special events at the Harbor will be coordinated and managed by the Port District to include implementation of appropriate measures, depending on the size of the event, including, but not limited to, directing traffic to overflow parking in the Upper Harbor, if it doesn't conflict with peak boating use; coordination and operation of a shuttle to both onsite and offsite parking areas; and consideration of waiving onstreet parking restrictions for Coastal Awareness Day, if approved by the City and if the event is held during non-peak times.
- 4.9 Continue to cooperate with efforts of the City and California State Department of Parks and Recreation to plan, develop, and manage public parking and expansion of transit systems to area beaches.

Bicycle Circulation

- 4.10 Maintain bicycle circulation along Harbor roadways in support of alternative transportation systems and allow bicycle links to adjacent bike routes along City and County streets. Provide appropriate signage to eliminate potential conflicts between motorists and bicyclists, wherever possible.
- 4.11 Provide additional bicycle parking as part of new or expanded development projects in accordance with city standards.

- 4.12 Cooperate with City efforts to develop a future bicycle path from Frederick Street Park and pedestrian-bicycle paths from the Broadway/Brommer right-of-way and Arana Gulch, if sited and designed so as to not interfere or create conflicts with other Harbor uses.

Parks, Recreation, Public Access

- 5.1 Continue to provide non-boater recreational opportunities (pathways, mini-parks, benches, observation decks) throughout Santa Cruz Harbor in a park-like setting. Develop and improve recreational facilities as part of new or upgraded commercial development.
- 5.1.1 Develop five new observation decks within the Upper Harbor as part of the Upper Harbor improvements and road reconstruction, scheduled for construction in 1993.
 - 5.1.2 Complete mini-park development in the Lower East Harbor area with additional landscaping and benches.
 - 5.1.3 Develop a self-guided walking tour with informational stations depicting historical, boating, and environmental elements associated with Harbor.
 - 5.1.4 Maintain existing public restrooms (1 in Lower West and 2 in Lower East Harbor areas) and construct additional public restrooms as part of new development when appropriate. Construct a public restroom facility as part of the Upper Harbor improvements planned in 1993-94. The boater-only restrooms G, J and V in the Upper Harbor and the UCSC restroom in the Lower West harbor shall be open to the public. The District shall establish appropriate hours.
 - 5.1.5 Provide trash containers and trash/recycling enclosures in convenient locations. Enclosures shall be properly designed and screened to minimize visual impacts and be compatible with the design of existing developments and improvements.
- 5.2 Maintain and improve pedestrian access to and along the interior Harbor as an important element of the Harbor for visitors and to link various public uses within the Upper and Lower Harbor areas. Allow minor exceptions from the continuous pedestrian pathway adjacent to Harbor waters (such as the boatyard in the Lower East Harbor and areas of launch facilities), where conflicts between immediate-shoreline access and coastal dependent uses would be severe.
- 5.2.1 Design Harbor walkways to provide connection to accessways leading to the Harbor with appropriate pedestrian-scale landscaping, lighting, and drinking fountains.
 - 5.2.2 Improve or expand pedestrian lateral access as part of new development projects in the Upper and Lower Harbor areas as outlined below,

in order to provide continuous access around the Harbor, designed in a way that will minimize or remove use conflicts.

- Reconstruct separated pedestrian pathway adjacent to Harbor waters in the Upper Harbor as part of the repair and reconstruction of the earthquake damaged Upper Harbor roadway.
- Extend pedestrian pathway that ends at "F" Dock as part of the turning basin reconfiguration in the Lower West Harbor.
- In the case of potential future restaurants, which are not coastal dependent uses, accessways have priority for the immediate waterfront strip. An excellent example of continuous access design is found at Fisherman's Supply/Bait Shop in the fuel dock area of the Lower Harbor.

5.2.3 Where existing pathways accommodate both pedestrian and bicycle use (such as both sides of the southern portion of the Upper Harbor), provide appropriate signage to warn pedestrians of bicycle use in area and vice versa.

5.2.4 Consider and plan for other long-range pedestrian improvements after other priority Harbor projects are complete and as funds become available.

- Extend pedestrian pathway on the Beach side of the Crow's Nest with a possible link to the fuel dock pier.
- Improve the east jetty as a pedestrian walkway if engineering studies demonstrate feasibility and pedestrian safety and if funds are available.

5.2.5 Where existing pedestrian pathways are interrupted by Harbor uses (such as the boatyard and launch facilities), provide appropriate signs, special paving, or design features to guide pedestrians throughout the Harbor.

5.3 Encourage County to develop pedestrian improvements along Lake Avenue adjacent to the Lower East Harbor area.

5.4 Improve access to Harbor facilities for physically disabled persons as part of any upgrade or new construction project.

5.5 Work with the California Department of Parks and Recreation and U.S. Army Corps of Engineers to improve access to and along the west jetty.

E. PERMIT PROCEDURES FOR THE HARBOR AREA

Any development or improvement project proposed by the Port District is subject to site-specific environmental review and review/approval of coastal, use, and/or design permits by the City of Santa Cruz for those portions of the Harbor within City jurisdiction. Portions of the Harbor are within the jurisdiction of the California Coastal Commission, as shown on Figure H-10. In these areas, the Coastal Commission will be responsible for issuing coastal development permits. Additionally, coastal development permits issued by the City for Harbor development are subject to appeal to the Coastal Commission.

The City of Santa Cruz General Plan and Zoning Code designate the Harbor for "coastal-dependent/related" (CD) land uses. The CD Zone District will allow all identified Harbor uses, except restaurants, as principally permitted uses. Principally permitted uses will require approval of a Design Permit and Coastal Development Permit from the City. For restaurants and uses not specifically referenced in the Harbor Development Plan, a Special Use Permit will be required in addition to Design and Coastal Permits. See Table H-5 for a list of principally permitted, accessory and other uses allowed within each Harbor land use designation. Coastal development permits also will be required for temporary events, as specified in the Coastal Commission Guidelines adopted May 12, 1993.

Development will be subject to all applicable City General Plan and LCP policies and Zoning Ordinance regulations. Future development proposals also will be subject to the Port District's adopted *Santa Cruz Harbor Design Criteria* (June 1981). The Harbor's Design Criteria provides guidance for architectural designs and features, materials, colors, and design elements for walkways, landscaping and other Harbor improvements.

Table ASP-18 — Existing Harbor Uses (As of August 1993)			
	Lower East Harbor	Lower West Harbor	Upper Harbor
Land Area	7.5 Acres	5.0 Acres	17.5 Acres
Beach Area	58,300 sf	85,000 sf	None
Boat Berths	244	155	460
▪ Dory Ties	None	None	60
Dry Boat Storage Spaces	None	99	85
Launch Facilities	1 Launch Ramp	1 Hoist	None

Building Square Footage			
Coastal Dependent/Related	23,150 sf	480 sf	6,000 sf
▪ Commercial Fishery Facilities	3,000 sf	None	None
▪ Boat Yard	3,600 sf	None	None
▪ Public Office/Storage	4,150 sf	480 sf	6,000 sf
▪ Marine Commercial	12,400 sf	None	None
Visitor Serving	14,500 sf	3,000 sf	
▪ Restaurant	12,100 sf	3,000 sf	None
▪ Retail Commercial	2,400 sf	None	None
General Office/Commercial	2,800 sf		
▪ Professional Office	2,800 sf	None	None
▪ General Commercial	None	None	None
TOTAL	40,450 sf	3,480 sf	6,000 sf
Recreational Space/Activity			
▪ Observation Decks	4	3	5
▪ Mini-Parks	1--partially complete	1 mini-park	None
▪ Charter Boat Operations	25 passengers	50 passengers	20 passengers
▪ Restrooms	2	1	3
Parking Spaces			
▪ Auto	370	228	516
▪ Car/Boat Trailer	50	None	None
▪ RV Spaces	0	0	0
▪ Bicycle	10	10	0
sf = square feet Source: Santa Cruz Port District			

**Table ASP-19 — Proposed Harbor Uses
1992 Development Plan**

	Lower East Harbor	Lower West Harbor	Upper Harbor
Dry Boat Storage Spaces			80+ spaces
Launch Facilities		1 hoist may be added	1 launch ramp
Building Square Footage	12,000 sf ¹		
▪ Restaurant		1,000 sf	10,000 sf
▪ Retail and Marine Service Commercial			5,000 sf
▪ Public Office/Meeting		5,000 sf	
Recreational Space			
▪ Mini Parks	Completion of the East Side Park		
▪ Observation Decks	1	0	1
▪ Public Restroom			1
▪ Charter Operations	50 passengers	50 passengers	
Parking²			
▪ Automobile			25
▪ Car/Boat Trailer			20+
▪ RV			
▪ Bicycle			

sf = square feet

¹ Total amount of new development permitted in Lower East Harbor, of which no more than 5,000 sf may be non-marine related.

² Exact parking requirements will be determined and monitored as part of future development projects.

Source: Santa Cruz Port District

Table ASP-20 — Comparison of Harbor Plan Provisions

1980 HDP	Proposed
UPPER ▪ Dry Boat Storage (111 spaces) ▪ Boat Hoist ▪ 4700 s.f. building ▪ 10,000 s.f. restaurant ▪ Port District Maintenance Facility ▪ Observation Decks ▪ Boat slip adjustment	▪ 80± spaces ▪ Boat launch ▪ 5,000 s.f. building; coffee shop eliminated ▪ NO CHANGE COMPLETED ▪ NO CHANGE ▪ NO CHANGE ▪ New limited RV Parking
LOWER WEST ▪ Dry Boat Storage ▪ Boat Launching ▪ UCSC Boat Dock Reconfiguration ▪ 2000 s.f. building for UCSC ▪ Aldo's remodeling ▪ Mini-park	COMPLETED ▪ NO CHANGE ▪ NO CHANGE ▪ 5000 s.f. ▪ Limited expansion to 4,000± sf COMPLETED ▪ Acquire 4,400 s.f. through property exchange
LOWER EAST ▪ Expand Crow's Nest ▪ Retail/commercial expansion-4,200 sf ▪ Maintain US Coast Guard Auxiliary ▪ Maintain Boatyard ▪ Commercial Fish Facilities ▪ Remove 1,800 s.f. Marine Electronics ▪ Remodel/expand Port District office ▪ Mini-Park (Completion Planned in 1994)	COMPLETED ▪ 12,000 s.f. maximum ▪ Rebuild due to earthquake damage with 2,000 sf expansion ▪ NO CHANGE STAGE I COMPLETED; STAGE II IN PROGRESS ▪ Maintain building; rehab partially complete COMPLETED COMPLETED ▪ Monterey Bay Sanctuary Visitor Center

Table ASP-21 — Parking Demand and Requirements

Harbor Area	Parking Rate ¹	Required Parking Spaces
UPPER HARBOR		
Existing		
▪ 460 Berths	.6/ berth ²	276
▪ 60 Dory Ties	.35/ space	21
▪ 85 Dry Boat Storage Spaces	.35/ space ²	30
▪ District Maintenance Facility-6,000 sf	1/1,000 sf	6
▪ Charter Boats - 20 passengers	1/4 people ⁷	5
Future		
▪ 80 Dry Boat Storage Spaces	.35/ space	28
▪ Boat Launch	1/5 trailer spaces	13 ³
▪ Marine-related commercial- 5,000 sf	1/250 sf	20
▪ Restaurant-10,000 sf	1/120 sf	83
▪ RV Spaces-20	0	0
TOTAL REQUIRED		482
TOTAL PROVIDED		516⁴
LOWER EAST HARBOR		
Existing		
▪ 244 Berths	.6/ berth ²	147
▪ Launch Ramp		9 ⁵
▪ Restaurant - 12,100 sf	1/ 120 sf	101
▪ Marine/retail commercial - 14,500 sf	1/ 250 sf	58
▪ Offices-6,950 sf	1/ 300 sf	23
▪ Commercial Fishery - 2,200 sf	1/ 400 sf	6
▪ - Storage - 800 sf	1/ 1000 sf	1
▪ Boat Yard - 3,600 sf	1/ 1000 sf	4
▪ Beach Parking ³		22 ³
▪ Charter Boats - 25 passengers	1/ 4 people ⁷	6
Future		
▪ Charter Boats - 50 passengers	1/ 4 people ⁷	13
▪ Retail/Commercial - 12,000 sf	1/ 250 sf	48
TOTAL REQUIRED		439
▪ Less 10% Reduction allowed by City regs ⁶		44
TOTAL REQUIRED WITH SHARED PARKING ALLOWANCE		395
TOTAL PROVIDED		417

Table ASP-21 — Parking Demand and Requirements

Harbor Area	Parking Rate ¹	Required Parking Spaces
LOWER WEST HARBOR		
Existing		
▪ 155 Berths	.6/ berth	93
▪ 99 Dry Boat Storage Spaces	.35/ space	35
▪ UCSC Docks		10 ³
▪ Aldo's-3,000 sf	1/ 120 sf	25
▪ Beach Parking ³		31 ³
▪ Rowing Dock ⁸ -60 rowing spaces	.35/ space	21 ⁸
▪ Charter Boats-50 passengers	1/ 4 people ⁷	12
Future		
▪ Charter Boats-50 passengers	1/ 4 people ⁷	12
▪ UCSC/Community Bldg-5,000 sf	1/ 300 sf	16
▪ Aldo's Expansion-1,000 sf	1/ 120 sf	8
▪ Turning Basin-10 berths	.6/ berth	6
▪ Aldo's Dock Addition-4 berths	.6/ berth	2
TOTAL REQUIRED		250 ⁹
TOTAL PROVIDED		228
TOTAL REQUIRED PARKING		1,127 ⁹
TOTAL PARKING PROVIDED		1,161

NOTE: Future project square footages are approximate; parking issues will be evaluated for each proposed project.

¹ All parking rates are City requirements unless otherwise noted.

² California Department of Boating and Waterways parking rate.

³ Rate/number of spaces established in 1981 certified LCP for Harbor area.

⁴ Upper Harbor parking supply will result in 32 surplus spaces beyond demand.

⁵ Per certified LCP 45 car/trailer spaces also are required; 50 are provided.

⁶ City regulations allow a 10% reduction where multi-trips are made to a site, such as the Lower Harbor.

⁷ No State or City rate exists; rate based on experience with charter boats in the Harbor.

⁸ Rowing Dock use time is mostly early morning and evening and is not considered to have a parking demand during peak periods, and is not counted in the total.

⁹ Additional parking will need to be provided, remote parking and/or shuttle provided, or charter operations relocated to accommodate future uses.

Table ASP-22 — Land Use Map Designations and Development Regulations

The Land Use Maps (Figures H-6 and H-7) establish coastal land use designations for the Harbor. Policies contained in the Harbor Development Plan provide additional guidance regarding permitted uses in specific areas of the Harbor. Uses and intensities are limited in accordance with Policies 3.7, 3.8 and uses outlined below. Any other uses or service establishments that are determined by the Zoning Board to be of the same general nature as the foregoing uses that will not impair the present or potential uses of adjacent properties, and are consistent with the policies of the Harbor Development Plan, may be allowed by special use permit.

Waterfront Recreation: This designation includes most of the Harbor's waters and sandy beaches and a portion of land along the immediate shoreline. Principally permitted uses include: active (e.g., parcourse, bicycling, jogging, swimming) and passive (sunbathing, walking, photography, etc.) recreation and boating, including catamaran boat storage. Only minimal public safety improvements, and floating docks shall be permitted to intrude upon the beach, harbor channel, or the jetties with approval of an Administrative Use Permit.

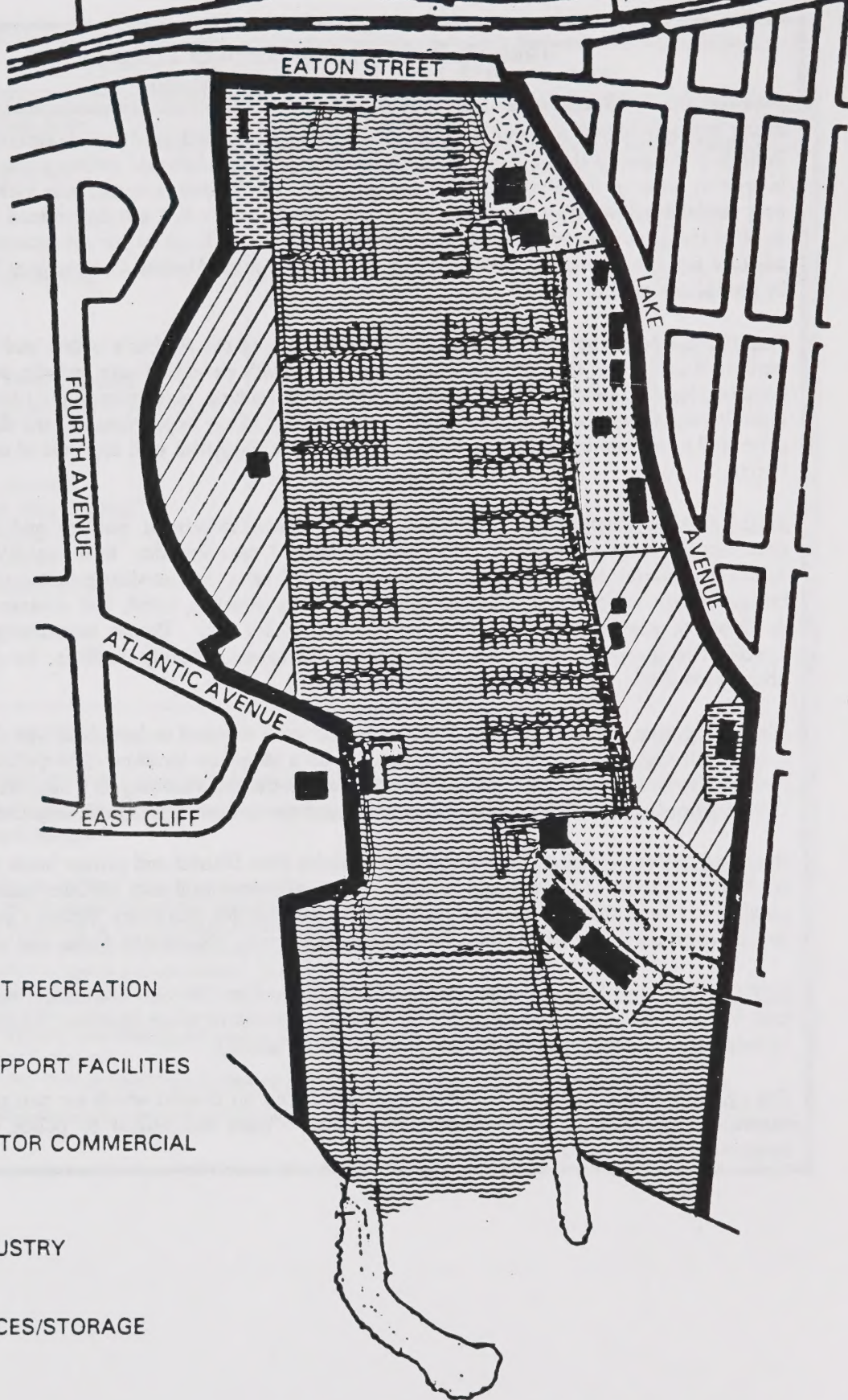
Marine/Visitor Commercial: This designation includes structures, parking and leased areas serving primarily commercial purposes. Principally permitted uses include: boat rental/sportfishing charters, fishing and marine equipment sales and services, retail sales and services oriented to Harbor visitors and boaters, public offices, and a limited amount of general office, retail, and commercial uses, subject to development standards outlined in Policy 3.7 and Policy 3.8. Permit restaurants with approval of a Special Use Permit. Accessory uses include restrooms, laundry facilities for boaters, mini-parks, observation decks, wash-down areas, and fuel sales.

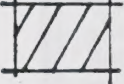
Marine Industry: This designation includes leased areas devoted to industrial-type (marine-related) uses and commercial fishery support uses dependent on a shoreline location. The principally permitted uses include: are boat repair and construction and commercial fish receiving and support services, including a limited amount of retail fish sales. Allow continued operations of previously approved restaurant.

Boating Support Facilities: This designation includes Port District and private lands which are needed for land-based support of recreational boating. Principally permitted uses include: launching facilities, berth parking, dry boat storage, pleasure craft charters and Marine Sanctuary Visitor Center. Accessory uses include restrooms, laundry facilities for boaters, mini-parks, observation decks, and wash-down areas.

Public Offices and Storage: This designation includes Port District, University, and U.S. Coast Guard land-based facilities needed to support the Harbor activities of those agencies. Principally permitted uses include: public offices, meeting rooms, and equipment storage.

Open Space: This designation includes lands within the Port District which are part of (or buffer) a larger natural habitat or visually significant natural area. Uses are limited to public non-vehicular access consistent with the resources present.

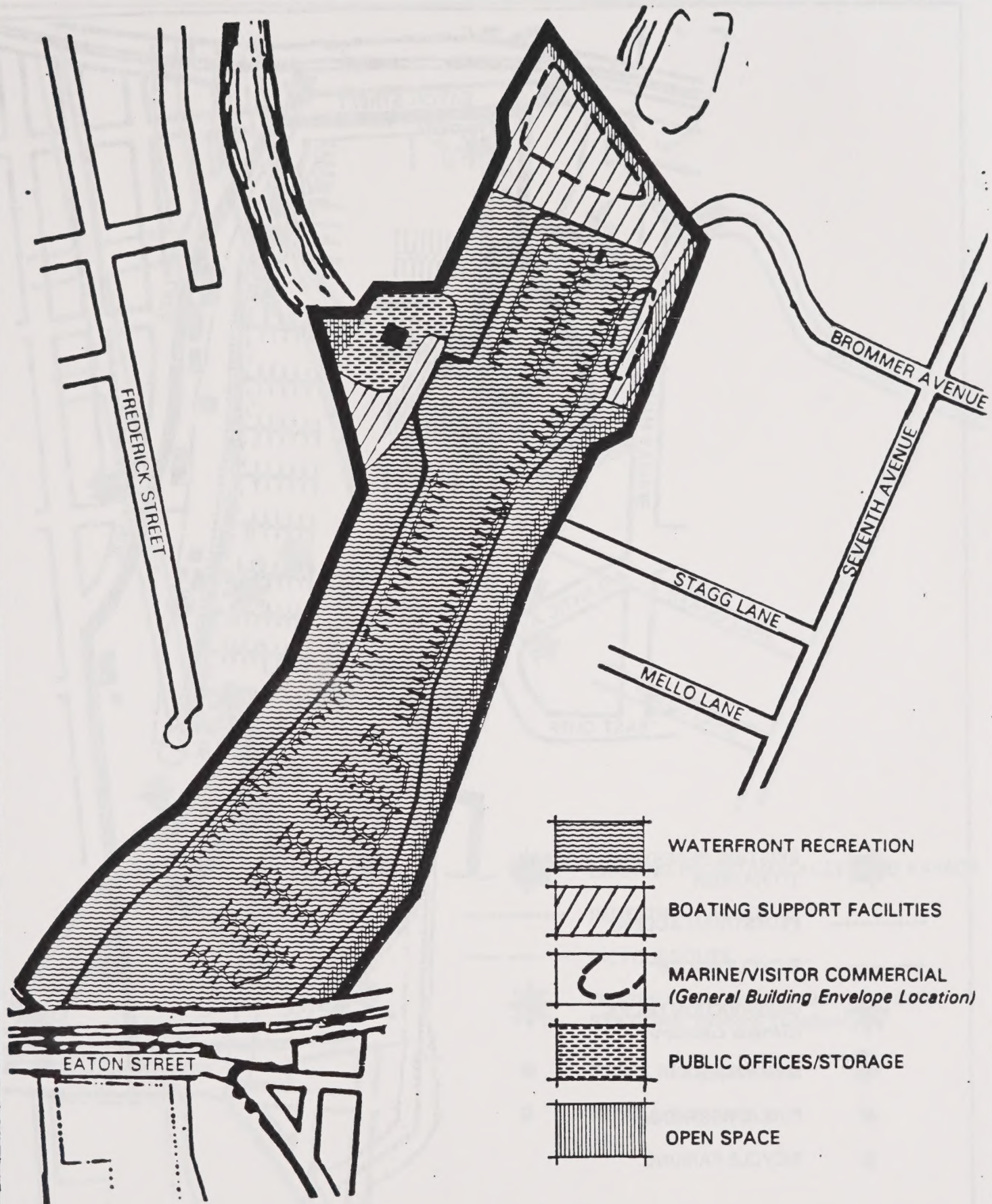


-  WATERFRONT RECREATION
-  BOATING SUPPORT FACILITIES
-  MARINE/VISITOR COMMERCIAL
-  MARINE INDUSTRY
-  PUBLIC OFFICES/STORAGE



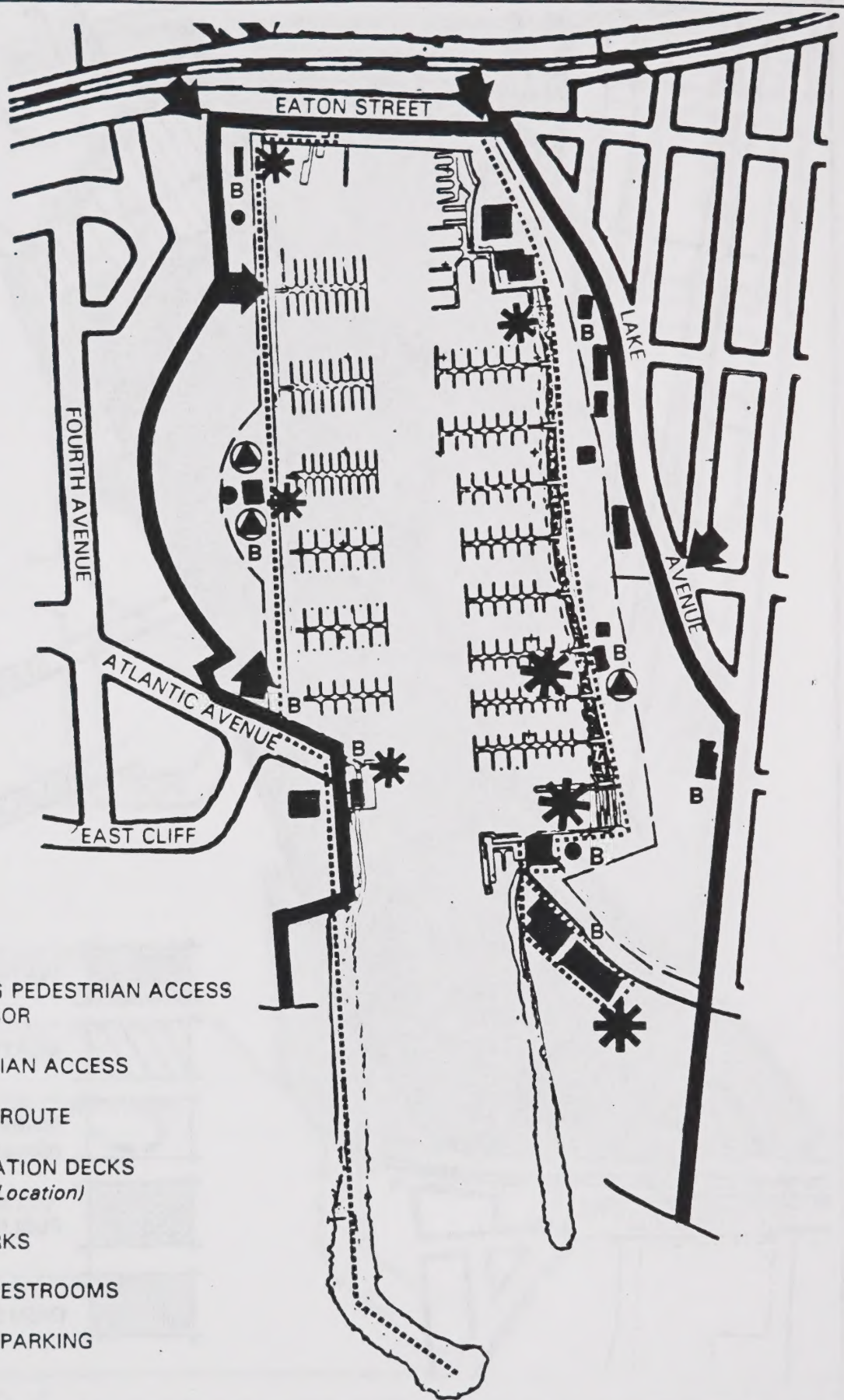
LOWER HARBOR LAND USE DESIGNATIONS

MAP
ASP-23



UPPER HARBOR LAND USE DESIGNATIONS

MAP
ASP-24



EXISTING PEDESTRIAN ACCESS
TO HARBOR



PEDESTRIAN ACCESS



BICYCLE ROUTE



OBSERVATION DECKS
(General Location)



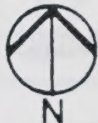
MINI-PARKS



PUBLIC RESTROOMS

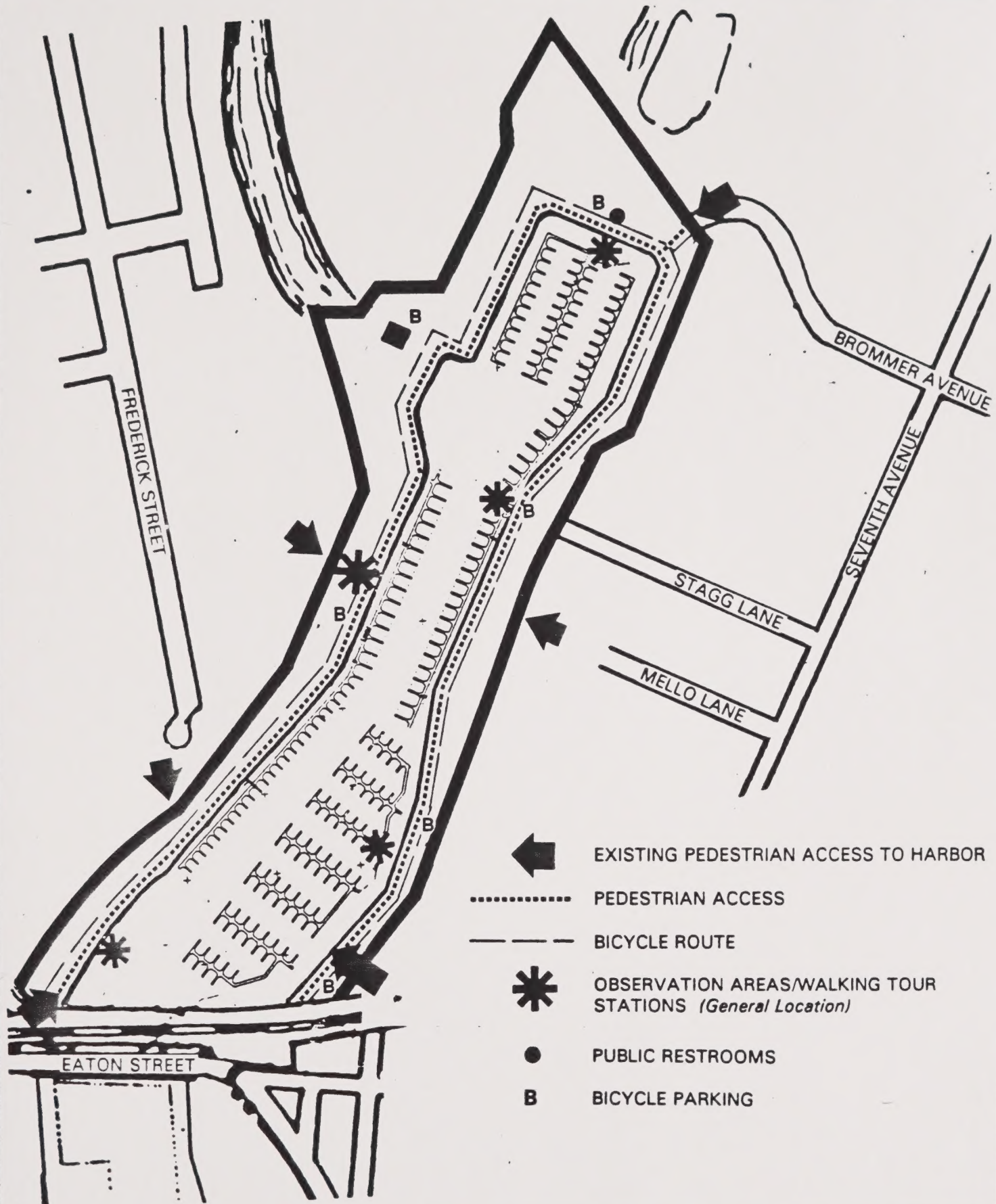


BICYCLE PARKING



LOWER HARBOR ACCESS

MAP
ASP-25



UPPER HARBOR ACCESS

MAP
ASP-26

SEABRIGHT AREA PLAN SUMMARY

Adopted September 1981

A. INTRODUCTION

The Seabright area is a residential neighborhood with a distinctive, small-scale residential character and a long history as a well-defined community. With construction of the Santa Cruz Yacht Harbor in the early 1960's, a major recreation resource was created immediately adjacent to the Seabright neighborhood. Construction of the breakwater for the Yacht Harbor resulted in a completely unanticipated by-product by changing sand deposit patterns in the immediate vicinity thereby creating a long, deep beach where only a small neighborhood beach had previously existed. Situated in the Santa Cruz area where large numbers of people visit City, County and State beaches, Seabright Beach became a major visitor attraction. This has been a mixed blessing to an established neighborhood, and the neighborhood has had the impacts of large number of visitors without the benefit of programmed support facilities. Since the area is virtually built out, and street improvements have been in place for many years, very little opportunity existed to deal with this new attraction.

In 1979, the Seabright Neighborhood Association, an active neighborhood organization concerned with the preservation and improvement of this residential neighborhood, petitioned the City Council to develop an area plan for the neighborhood. In response, the Seabright Area Plan was undertaken identifying four specific area concerns: tourist impacts, traffic and circulation problems, neighborhood preservation, and land-use and public facilities and services issues.

Direct tourist impacts include refuse and behavior problems throughout the neighborhood (littering, noise at late hours), specific deleterious impacts on the Mott/Cypress (Cove) entrance to Seabright Beach, and chronic illegal parking on area streets.

One of the primary traffic and circulations problems is the large number of tourists who wander into Seabright by mistake. Many are seeking the east side of the Yacht Harbor with the boat ramp, the Crow's Nest and most other public facilities; others are trying to find the main beach and boardwalk area. In addition, several intersections were identified as inadequate, either for vehicular flow or pedestrian traffic. Another concern was speeding on neighborhood streets as well as the physical condition of certain Seabright streets.

Neighborhood preservation was identified as the third topic of concern and involved a range of needs including rehabilitation and enhancement of housing stock, repair of the damaged section of East Cliff Drive, enhancement of the Tyrrell Park and Museum area, and protection of significant vegetation and riparian corridors.

Appropriate future land uses for significant sites in the area, general land use, designations, design guidelines pertaining to new construction and renovation, and improvements to existing public facilities and services — are covered in the Seabright Area Plan.

B. BACKGROUND

The Seabright neighborhood is a roughly rectangular area encompassing approximately 142 acres. Geographically, this is a very small segment of Santa Cruz (less than 2% of the City's total area). Located on a marine terrace defined by the San Lorenzo River to the west, the Santa Cruz Yacht Harbor to the east and ocean bluffs to the south, the area is characterized by relatively level topography and a coastal climate. The area is divided into four subareas: the Clinton Area, Logan Area, Museum Area and Avenues Area. (See MAP ASP-18)

The majority of Seabright is in residential use. Although single-family detached dwellings predominate, multiple-family units make up over one-third of the housing stock. Much of the Seabright area contains small lots. While the character of the area is decidedly single-family (detached dwelling on individual parcels) the density is often similar to multiple-family unit residential districts (approximately 20+ units per acre). Only a small area of Seabright, centered at the intersection of Seabright Avenue and Murray Street, is devoted to commercial use. One large parcel (the former Cannery site) is designated for general industrial use.

MAP ASP-27: SEABRIGHT AREA

The City of Santa Cruz, California



LEGEND

— SUBAREA BOUNDARIES

Source: Seabright Area Plan (1981)

0 200 FEET

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REVISED 11/36 10/04/1992

C. SEABRIGHT AREA PLAN SUMMARY POLICIES AND PROGRAMS

COMMUNITY DESIGN

- 1.1 Preserve the unique character and small scale residential nature of the Seabright area by providing design guidelines to be applied to both new construction in the neighborhood and renovation of existing structures. (SB p. 44)
- 1.2 In order to maintain and enhance neighborhood character, heritage trees in the Seabright area, either on public or private property, should be retained unless safety considerations require removal. (SB p. 55)
-  1.3 Additions to existing residential structures and new construction should employ an architectural style that is compatible with adjacent properties and the existing neighborhood. Efforts should be made to retain a scale and bulk appropriate to existing development patterns. (SB, p. 46)
 - 1.3.1 Single-story additions to structures should be consistent with the architectural style of the existing residence. (SB, p. 46)
 - 1.3.2 For two-story additions, the addition should be designed to maintain privacy for adjacent structures and not overwhelm adjacent structures; this can be accomplished through the use of architectural detailing and increasing setbacks with increased building height. (SB p. 46)
 - 1.3.3 Additions to existing structures should be sited in such a way as to maintain a street scale compatible with existing development patterns. In most cases, single-story elements should be sited closest to the street with two-story elements sited to the rear. However, two-story elements may be appropriate along street frontages if smaller architectural segments and detailing are employed to reduce the perceived mass of the structure. (SB pp. 46 and 47)
 - 1.3.4 Rooflines of both first- and second-story additions should be compatible with the existing neighborhood style. (SB p. 47)
 - 1.3.5 New second-story outdoor living areas (balconies, porches, etc.) and windows should be located so as to respect privacy of adjacent structures and/or yard areas. (SB p. 47)
-  1.4 New construction should be consistent with the height and scale of adjacent structures, existing block setbacks, and major architectural elements and design features. (SB p. 47)

- 1.4.1 Stepping back larger development from the street, keeping one-story elements closest to the sidewalk. Two-story elements may be appropriately sited closest to the street when consistent with prevailing development patterns. (SB p. 47)
- 1.4.2 Increase setbacks from the street with increases in building heights. (SB p. 47)
- 1.4.3 Break up larger buildings into smaller architectural segments. (SB p. 47)
- 1.4.4 The level of architectural detailing should increase as building height increases. Detailing can include small balconies with decorative railings, windows or other architectural projections, various types of fenestration, porches, and/or entryways. (SB, p. 47)
- 1.4.5 Rooflines and overall architectural style should be consistent with existing neighborhood patterns. (SB p. 48)
- 1.4.6 As with modifications to existing structures, new structures should be sited and designed to preserve privacy on adjacent parcels including special treatments for second-story living areas (balconies, porches, and second-story fenestration). (SB p. 48)
- 1.5 Provision of garages, rather than carports, should be the method for providing required covered parking. (SB p. 48)
 - 1.5.1 Garages should include design features to lessen the impact of garage doors on the street facade. These include methods such as recessed arcades, disguising the garage door to blend with walls, or accentuating garage doors as architectural details which enhance overall appearance. (SB p. 48)
- 1.6 Use landscape materials to provide accent, color, define space, and break up large building masses. Such materials may include bright annuals or perennials in window boxes, color accents and flowering shrubs as foundation plantings, formal central accents in entry courts, shade trees in conjunction with seating areas, and low formal hedges at property lines and along walkways. (SB p. 49)
- 1.7 Use porches, entryways, and balconies to provide both usable open space and accents of proper scale and style. (SB p. 49)
- 1.8 Use materials compatible with existing development. These include board and batten, horizontal wood siding, and other painted woods. (SB p. 50)
- 1.9 For new multi-story structures, shingles may be appropriate as long as building design contains architectural detail and breaking of masses. (SB p. 50)

- 1.10 Colors and details should be consistent with existing development as much as possible. These include pale, light color for buildings and bright color for trim, colored roofs and/or construction shingles. (SB p. 50)
- 1.11 Diagonal siding or highly reflective materials, such as aluminum or mirrored glass, should be avoided. (SB p. 50)

LAND USE

- 2.1 Provide for residential stability and improved residential quality by adopting appropriate land use designations for residential uses in the Seabright area. (SB, p. 22)
- 2.2 In order to ensure compatible land uses, provide performance standards and other use parameters for the remaining significant sites which exist in the Seabright Area. (SB p. 28)

CIRCULATION

- 3.1 Respond to safety concerns and the need to improve vehicular and pedestrian flow by developing specific improvement proposals for the eight problem intersections identified in the Seabright neighborhood. (SB p. 62)
- 3.2 Develop and implement a tourist-oriented signing program designed to aid the visitor in finding locations most frequently sought, such as the Yacht Harbor and Beach/Boardwalk area. (SB, p. 61)
- 3.3 Develop and apply speed mitigation measures to the three streets (Murray, Logan and Atlantic) which have been identified as having specific speeding problems. (SB p. 67)
- 3.4 Respond to the chronic problem of illegal parking on neighborhood streets by delineating legal parking spaces through pavement markings in the Seabright neighborhood and vigorously enforcing illegal parking. In the long term, evaluate the impacts on the Seabright area of the County's restricted parking program which goes into effect in the summer of 1981 (affecting the east side of the Yacht Harbor to 41st Avenue). Depending upon impacts, monitor conditions in Seabright and surrounding areas and evaluate the possibility of providing restricted parking on Seabright area streets. (SB p. 73)
- 3.5 Complete missing links in sidewalks and bikeways in the Seabright Area. (SB, p. 74)

HOUSING

- 4.1 Recognizing the age and physical condition of housing stock in the Seabright area, and the fact that this age contributes to both the charm of the area and

its housing problems, provide housing rehabilitation incentives to prolong the life of residential structures in the Seabright neighborhood. (SB p. 39)

- 4.2 Consistent with the City of Santa Cruz General Plan, provide housing opportunities for all segments of the community. To this end, apply the City's Unified Housing Rehabilitation Program where appropriate, and identify possible affordable housing project locations in the Seabright area. (SB p. 40)

COMMUNITY FACILITIES AND SERVICES

- 5.1 Monitor and maintain the current level of public facilities and services in the Seabright neighborhood which have proven adequate. If tourist or other impacts on the neighborhood require additional public facilities and services, these should be evaluated and subsequently provided. (SB p. 79)

PARKS AND RECREATION

- 6.1 Develop and implement improvements to ocean bluff along East Cliff Drive. (SB, pp 82 and 83) (See Map ASP-19)

MAP ASP-28: PLAN FOR OCEAN BLUFF ALONG EAST CLIFF DRIVE

The City of Santa Cruz, California



LEGEND



MEANDERING ASPHALT
PATH WITH LOOK-OUTS
AND BENCHES



LANDSCAPE PLANTINGS

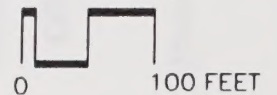


RETAINING WALL



SEVERE EROSION
CONTROL PROBLEMS

Source: City of Santa Cruz
Planning Department
Seabright Area Plan, 1981



TWIN LAKES STATE BEACH GENERAL PLAN SUMMARY

June 1988

California Department of Parks and Recreation

A. INTRODUCTION

Twin Lakes State Beach, located on the eastern edge of the City, features 6,000 lineal feet of ocean frontage at three separate beaches. The Santa Cruz Small Craft Harbor separates the Seabright Beach from East Beach and Fourteenth Avenue Beach. Besides the beach, distinctive features of this 91.6 acre unit include San Lorenzo Point, Schwan's Lagoon (a 23.5 acre freshwater lake), and smaller Bonita Lagoon (about 1.5 acres). Seabright Beach and San Lorenzo Point are the only features within the City limits. See Map ASP-20.

Over the past 40 years, the beach width at Twin Lakes State Beach has varied dramatically. The small craft harbor, constructed in the early 1960's, drastically changed the Woods Lagoon wetland and marsh, and the beach and coastline configuration. Seabright Beach has become a wide sandy beach between San Lorenzo Point and the harbor's west jetty. In contrast, the beaches downcoast from the harbor narrowed as their supply of littoral sand was cut off or diminished, reducing the recreation resource. Before the natural landscape of the Santa Cruz area was extensively modified, Schwan's Lagoon was a tidal estuary.

The coastal area of Santa Cruz County is one of the major recreation destinations in California. Twin Lakes State Beach has a visitor attendance of more than a million day-users a year. The summer accounted for 51% of this, fall 17%, winter 9%, and spring 23%. Major recreation activities include swimming, surfing, sunbathing, and other beach use.

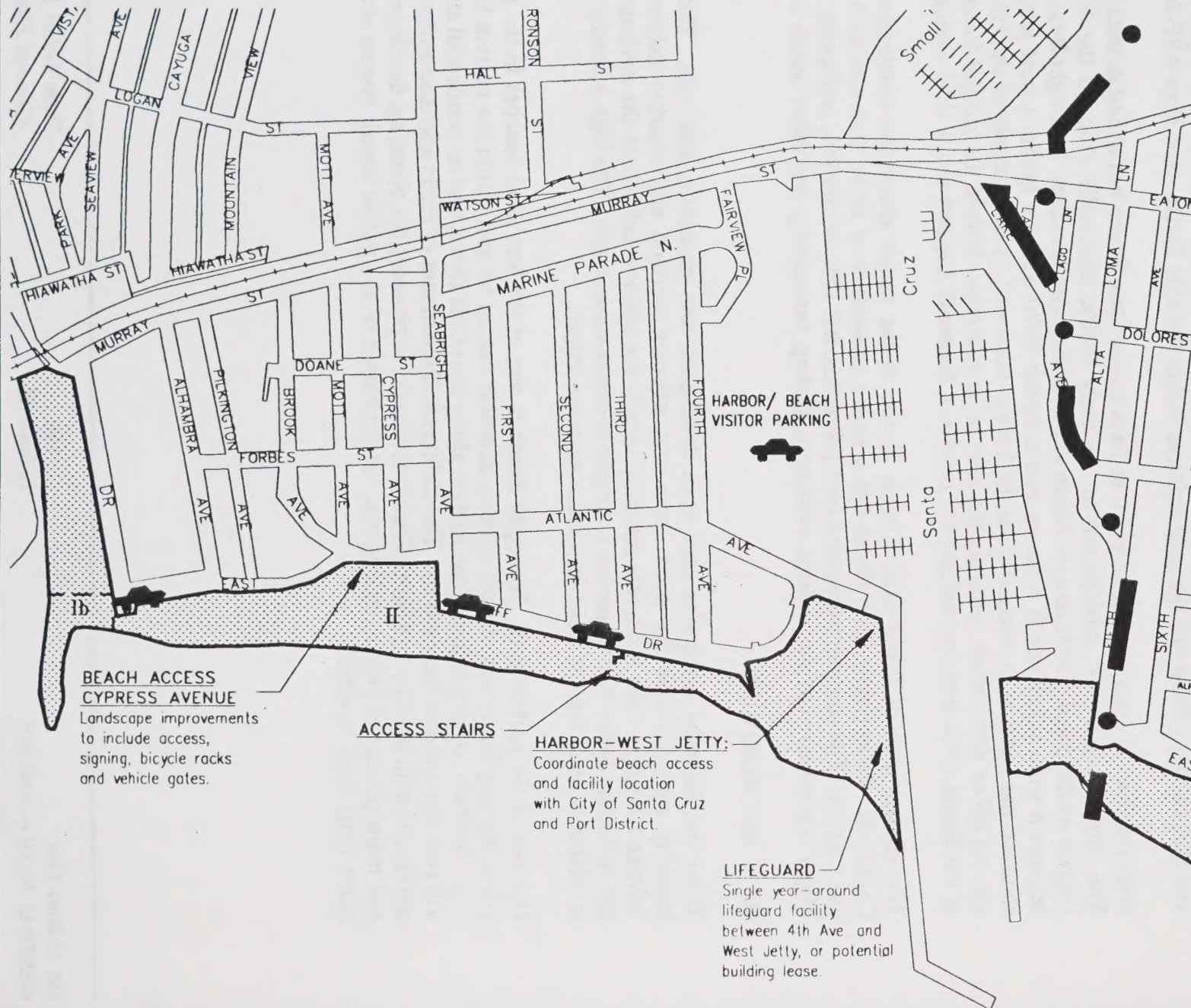
B. BACKGROUND

Three use intensity categories have been developed: low, moderate, and high. The low intensity zone includes the open water and adjacent wetland and riparian habitats of Schwan's Lagoon. The moderate intensity zone is the sandy beach where the environment can withstand heavy visitor use but is subject to ocean wave attack. The high intensity zone is relatively level land without important resource values.

Upcoast of the harbor jetty, Seabright Beach is one of the best sand beaches in the area, attracting very heavy use. Beach parking demands cannot be met within the current beach area. Current parking space at the harbor, along East Cliff Drive, and on residential streets will continue to serve beach users. The California Department of Parks and Recreation will coordinate with the City and Santa Cruz Port District to promote the planning, development, and management of public parking and the expansion of the public transit system serving Santa Cruz area beaches.

MAP ASP-29: TWIN LAKES STATE BEACH GENERAL PLAN

The City of Santa Cruz, California



LEGEND



SEABRIGHT BEACH



PARKING

Source: Twin Lakes State Beach General Plan.
California Department of Parks and Recreation, 1988

INTENSITY CATEGORY	SITE CHARACTERISTICS	APPROPRIATE FACILITIES
I - LOW	- CORRIDOR OR AREAS ADJACENT TO SCRAP LAGOON AND BONTA LAGOON WITH ACTUAL OR POTENTIAL NATURAL VALUES - SCENIC CLIFF AREAS	- HIKING TRAILS AND INFORMAL PICNIC SITES - INTERPRETIVE EXHIBIT PANELS
II - MODERATE	SANDY BEACH	- TRIP BENCHES, VOLLEY-BALL NETS, PORTABLE PICNIC TABLES, AND TRASH CANS (EXISTING BEACH RESTROOMS AND CITY PUMPHOUSE MAY REMAIN)

0 200 FEET

Beach access will continue from the harbor west jetty, Third Avenue stairway, and Cypress Avenue. Bicycle racks should be provided at each access point. The grade-level beach access at Cypress Avenue should be improved for better aesthetics and visitor access. An existing 11-stall restroom facility with outdoor showers is located on the beach near the Cypress Avenue access. A new comfort station is proposed between the Third Avenue stairs and the harbor's west jetty. Bluff fencing and signs will be maintained and improved to ensure safe public access along the existing trail to the overlook at San Lorenzo Point. Interpretive panels are also proposed at this location.

Beach width upcoast from the harbor jetty has substantially increased. Heavy beach use will require the expansion of lifeguard and aquatic safety programs and the installation of additional portable lifeguard towers. A year-round lifeguard facility is proposed for beach observation, first aid, and public control, and as a communications command post. Food service at Twin Lakes State Beach has been seasonal (approximately April through October). Mobile food service units have been located seasonally, predominantly at Seabright Cove and occasionally at Seventh Avenue. It is recommended that this type of concession service continue.

C. TWIN LAKES STATE BEACH (TL) POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY

-  1.1 Exotic species capable of naturalizing shall not be used for landscaping at Twin Lakes State Beach. Management plans to control and/or eradicate broom, eucalyptus, English ivy, and cotoneaster shall be developed and implemented. Exotic species shall be replaced by native plant species from local population sources. When reproduction of eucalyptus occurs, the young trees shall be removed. All exotic tree species shall be removed from undeveloped areas. (TL, pp. 23, 44)
-  1.2 Remove and control cats and dogs and feral animals that endanger native wildlife and visitors using established wildlife management practices. (TL, p. 44)

COMMUNITY DESIGN

-  2.1 A landscape improvement plan should be prepared for the area that includes locations and design standards for outdoor furniture, signs, lighting, gates, bicycle racks, landscaping, and accessways. (TL, p. 30)

CIRCULATION

-  3.1 Continue to coordinate efforts among the City, State Parks, the Santa Cruz Port District, and local recreation providers to promote the planning, development, and management of public parking and

expansion of public transit systems to Santa Cruz area beaches. (TL, p. 29)

-  3.2 Continue to coordinate with local community efforts to enhance the streetscape and improve vehicle and pedestrian accessways. (TL, p. 30)

COMMUNITY FACILITIES AND SERVICES

-  4.1 Develop a second comfort station on the beach between Fourth Avenue and the west jetty to serve beach users. (TL, p. 40)

PARKS AND RECREATION

-  5.1 Investigate the feasibility of beach replenishment at Twin Lakes State Beach in concert with deposition of the dredge materials from the small craft harbor. Early consultation with the County, Harbor District, Army Corp of Engineers, California Department of Boating and Waterways, California Coastal Commission, and State Lands Commission will be necessary to assure a successful project. (TL, p. 22)

-  5.2 Continue to monitor the erosion process occurring on San Lorenzo Point to ensure safe public access along the existing trail and overlook. Bluff fencing and signs shall be maintained. The land overlooking the San Lorenzo River should include appropriate landscaping, benches, and interpretive panels focusing on shorebirds, beach safety, sand transport, erosion, natural bridge formation, and the historic use of Twin Lakes Beach. (TL, pp. 30, 35)

-  5.3 Increase lifeguard service and extend it year-round. (TL, p. 44)

-  5.3.1 Provide an additional lifeguard tower at Seabright Beach and a rescue boat moored in the Santa Cruz Small Craft Harbor to provide for quick and immediate response. (TL, p. 44)

-  5.3.2 Construct a year-round lifeguard facility for beach observation, first aid, and public contact, and a communications command post. The preferred location for this facility is between the harbor and Fourth Avenue near the base of the bluff. The tower should be located and constructed with sufficient height so as to provide for beach surveillance from San Lorenzo Point to Setzer Point. (TL, pp. 30, 44)

-  5.4 Continue to provide services stipulated by the existing concession contract at Seabright Cove. The concessionaire will provide food, sundries, and beach equipment. (TL, p. 38)
-  5.5 Encourage present day-use activities as long as they do not compromise natural resources and visitor safety. Recreational activities sponsored by individuals, groups, or organizations may be considered by special-event permit. (TL, p. 42)
-  5.6 Provide additional staff and equipment to increase beach cleaning (sand sifting) to maintain a clean, hazard-free environment for visitors. Additional fire rings and their frequent cleaning will also be given high priority. Debris deposited by winter storms will require removal as soon as possible. (TL, p. 43)
-  5.7 A docent program under the management of the Monterey Bay Natural Historical Association will be considered and initiated if appropriate. Volunteers could conduct guided walks and give presentations to various user groups and also maintain interpretive displays. (TL, p. 45)
-  5.8 Encourage the Monterey Bay Natural Historical Association to maintain its involvement with the district's Junior Lifeguard program and any other appropriate programs. (TL, p. 45)

CULTURAL RESOURCES

-  6.1 Permits for collection of paleontological resources within Twin Lakes State Beach shall be carefully controlled to ensure proper management and protection of these nonrenewable resources. Collection of fossil resources shall be approved only when the collection will result in direct benefit to the State Park System. (TL, p. 20)

SAFETY

-  7.1 Establish setback zones — both "zones of exclusion", where facility development is precluded, and "zones of demonstration," where facility development is allowable if stability and geologic suitability can be demonstrated. (TL, p. 20)
 -  7.1.1 A zone of exclusion shall be established to include the base, face, and top of all bluffs and cliffs extending inland to a plane formed by a 45-degree angle from the

horizontal at the base of the cliff or bluff. No new structures shall be constructed within this zone unless they are either movable or expendable. Existing facilities, including buildings, may remain in use subject to regular inspections by field personnel in coordination with a geologist. A zone of demonstration shall be established to extend inland from the zone of exclusion to the intersection of the ground surface with a plane inclined 20 degrees from the horizontal from the toe of the cliff. (See TL, p. 20)



7.2

If visitor-use patterns continue, increased law enforcement staffing and associated equipment will be needed to provide adequate levels of public and resource protection. Should visitor use patterns change decidedly, the level of response may need to be reviewed and modified accordingly. Regular patrols and crime prevention program will be provided to establish a law enforcement presence, prevent crime, and apprehend violators. (TL, p. 43)



7.3

Structural protection measures shall be undertaken only if nonstructural measures (i.e. relocation of facility, setback, redesign, or beach replenishment) are not feasible. (TL, p. 20) If a protective structure is constructed (i.e., riprap at the base of the seawall or construction of a new seawall), the structure shall not:

1. Significantly reduce or restrict beach access;
2. Adversely affect shoreline processes and sand supply;
3. Significantly increase erosion on adjacent properties;
4. Cause harmful impacts on plant, wildlife, or fish habitats;
5. Be placed further than necessary from the development requiring protection; or
6. Create significant visual intrusion.



7.4

A photographic and physical survey monitoring program should be instituted at Twin Lakes State Beach to document beach width and elevation changes, seacliff retreat, and block falls. Monitoring points shall be established, in consultation with a geologist and support shall be sought from other public agencies initiating baseline data collection programs (California Department of Boating and Waterways, U.S. Geological Survey, U.S. Army Corp of Engineers) (TL, p. 22)

UCSC LONG MARINE LAB
PROGRAM AND FACILITIES PLAN SUMMARY
(excerpts from the Program and Facilities Plan of the Institute
of Marine Sciences May 30, 1991)²

A. INTRODUCTION

The mission of the Institute of Marine Sciences at UCSC is to encourage, facilitate and strengthen marine instruction and research conducted by University faculty, students, staff and researchers and to support marine sciences as an area of special distinction for the Santa Cruz campus.

The Institute of Marine Sciences has facilities both on campus in the Natural Sciences Earth and Marine Sciences Building (to be completed in) and off campus at Long Marine Lab. The campus location, supported by the onshore Long Marine Lab, provides easy access to diverse marine habitats and life of central California. The combination of active faults and substrate geology, Monterey Submarine Canyon, distinct currents and marine seasons, and coastal habitat diversity, coupled with the overlap of the northern cold water biota with the southern warm water biota, makes the Monterey Bay area and central California and absolutely magnificent area for the support of research and instruction in the marine sciences. This incredible diversity is readily accessible to faculty, researchers, and students, and serves as an excellent anchor for studies carried out farther offshore and in more remote geographic regions of the world.

Long Marine Lab facility which includes Younger Lagoon, is located at the City's western edge, and while under the jurisdiction of UCSC, is subject to the coastal act and coastal permit process. The Long Marine Lab provides UCSC with an opportunity to develop marine programs and facilities that cannot be developed on campus. The close proximity of the lab to the campus and the ocean, which is only a five minute drive from campus, permits ease of integration of activities there with the campus' instructional and research activities. An hourly shuttle bus service between campus and Long Marine Lab would ensure closer linkage and obviate the parking problem on campus.

B. BACKGROUND

The Long Marine Lab is primarily a marine biology and environmental toxicology support facility. In the future it will support a broader disciplinary cross section of marine sciences activities. The Program and Facilities Plan of the Institute of Marine Sciences was developed to list types of facilities perceived to be needed for the 75 to 100 year future of the UCSC marine program, both at Long Marine Lab and at the campus.

The reputation of the scientists and programs at UCSC presently attract an international group of scientists to the campus and the marine lab. The existence of a seawater system of excellent water quality coupled with facilities already at Lone Marine Lab has attracted

²Excerpts from the Long Marine Lab Program and Facilities Plan are informational only and are subject to change in the future. As such, inclusion of this Summary within the General Plan is not intended to express City policy and expectations with regard to the development of Long Marine Lab.

the interest of a number of coastal dependent activities. This interest in locating activities in Santa Cruz is sure to continue as the marine program grows, develops and matures. Because these activities have space implications, the present planning process must include in its consideration potential affiliated program opportunities in the context of land-use planning.

The need for specific research and office facilities may change over time and new needs are certain to be identified. Hence, space needed and types for future research and office facilities should be planned for and updated as new information is available. The listing that follows is not a prioritized action plan for future development and as actual space and facility needs for Long Marine Lab become clear, plans should be developed to accommodate them.

1. Marine Vertebrate Facilities

The facilities already developed at Long Marine Lab (augmenting field research) are presently unparalleled anywhere in the nation. Judicious further development of facilities could result in Santa Cruz being the national center for research and instruction in marine vertebrate biology. The following facilities support the intention to be recognized as a national center for marine vertebrate biology and are not listed in priority ranking. Some facilities might be brought to LML with affiliated program opportunities.

- a. Veterinary Care and Pathology Lab. Need a building of about 20'x50'. It is possible that this need could be met if the Wildlife Oil Spill Response Facility is constructed at Long Marine Lab.
- b. Isolation Tanks. At least two tanks, perhaps 25' diameter and 6' deep are required to hold and care for sick animals. These tanks must be geographically isolated from the health animal area. This need might be substantially met if the Wildlife Oil Spill Response Facility is constructed at Long Marine Lab. Some holding tanks of that facility might be available when not in use for other purposes.
- c. Office building. An office building of about 6,240 sqsf, with 8 faculty sized offices, 3 post doc offices, graduate student office space and space for visiting faculty, researchers and students is needed to housing visitors from the international research community as well as students, faculty, and researchers from Monterey Bay marine institutions.
- d. Deep Diving Tank. This tank, perhaps 10 meters deep and 3 to 5 meters in diameter would permit diving physiology studies on unrestrained animals. It could also be used by the Nearshore Ecology and Ocean Processes group to study plankton behavior, stratification, and movement on a mesocosm-scale.
- e. Swim Flume. This facility would be about 30 feet long by 10 feet wide and would be designed to support hydrodynamic and bioenergetic

studies on a variety of marine organisms including mammals, seabirds, fish, and sharks.

- f. Avian Research Building. This building would be about 5,000 ogsf and would permit the new research directions in conservation biology and the use of birds, especially raptors and seabirds, as environmental barometers. It would also complement interest in locating the Wildlife Oil Spill Response Facility and Oil Spill Captive Breeding and Research Facility at Long Marine Lab.

2. Ocean Sciences Building

Proposed is a two-story building of about the same footprint size as the Institute of Geophysics and Planetary Physics (IGPP) at Scripps. This building would be designed to support those components of marine geology/geophysics, physical oceanography, ocean acoustics, etc. that cannot be housed on campus. The programs located in the Ocean Sciences Building would be of significance in the interest of attracting units of the USGS to the campus (i.e., coastal processes and marine geology and geophysics).

3. Marine Biosphere Research Building

This building would be two stories, about 11,000 ogsf each floor and will support marine biology and biological oceanographic research. Specialized labs such as a Larval Culture Facility, Plankton Culture Facility, and Mud Lab will support the Nearshore Ecology and Ocean Processes program activities and also be a distinctive resource available to the Monterey Bay marine community.

4. Coastal Ecosystem Environmental Quality (CEEQ) Building

The CEEQ building will be two floors of about 15,750 ogsf each floor could be the Monterey Bay center for coastal and nearshore marine water quality and wildlife research. It is anticipated that the building will be non-University funded serving the Monterey Bay marine sciences community in support of core research activities in the Marine Sanctuary and Estuarine Research Reserve. It would house a major analytical laboratory complex to provide sophisticated analytical capabilities and be supportive of the research activities of Environmental Toxicology, Nearshore Ecology, Ocean Processes, Marine Vertebrate Biology, and Conservation Biology. It is anticipated that the lab would be a Beta test-site for industry to develop new analytical instrumentation.

5. Marine Biotechnology Building

The Marine Biotechnology building might be about 10,000 ogsf, but needs further study. The building would have sophisticated laboratories to support molecular biological techniques applied to marine organisms, from unicellular plankton to invertebrates and plants. The building should enhance university-industry interaction, from drugs from the sea to aquaculture.

6. Marine Education Building

As presently planned, the Marine Education Building would have two "wings" (each about 4,500 ogsf), a Visitors Center and a Teaching Center (two class laboratories). Both facilities would attract a large number of people to the site; therefore the building should be somewhat isolated from the research activities.

7. Field Research Support and Corporation Yard

The corporation yard would include storage space to support research activities, machine and wood shops, small boat storage and repair area etc. About 5,000 ogsf of indoor space is required on a half acre site.

8. Caretaker's and Visitor's Apartments

The Long Marine Lab's effort to be an international center, as well as a regional Monterey Bay center, would be significantly enhanced by the development of housing for visiting scientists. Presently, housing availability and price prevents some from staying the full term or coming at all. One or more modest apartment complexes could be constructed at Long Marine Lab. In addition facilities for the caretakers, who provide night, weekend, and holiday security and plant maintenance would be part of this housing program.

9. Wildlife Oil Spill Response Facility

A State oil spill bill passed in 1990 contains funds to construct a Wildlife Oil Spill Response Facility, primarily to respond to the State need for a sea otter facility. The facility would be used between oil spills to carry out research required to better understand the effects of petroleum hydrocarbons on seabirds and marine mammals in general. In addition, the facility would be the State coordinating center for the overall wildlife oil spill response program.

About 80,000 square feet of indoor and outdoor space is required for this project. Its presence would establish Santa Cruz as the state center for these activities and its activities would complement those of the Marine Vertebrate Biology program, Nearshore Ecology program and Environmental Toxicology program.

10. Seabird Research and Captive Breeding Facility

Long Marine Lab is a possible site for a Seabird Research and Captive Breeding facility because of the Marine Vertebrate Biology program and facilities, the presence of the Trace Organics Analytical Facility of the Environmental Toxicology program and the seawater system. The Seabird Facility would have a captive breeding program that would focus on reproduction of threatened or endangered seabirds, and an ongoing research program to study the physiological, reproductive, and toxicological effects of petroleum hydrocarbons on seabirds. About 1.5 to 2 acres would be needed for this facility.

11. U.S. Geological Survey

Discussions have taken place to encourage the possible relocation of all, or units, of the USGS branch of Pacific Marine Geology (BPMG) to Long Marine Lab. The present

scientific efforts of BPMG are partitioned into five research categories: 1) coastal process; 2) crustal framework and tectonics; 3) sea-floor minerals; 4) geology of sedimentary deposits and sedimentary processes and 5) exclusive economic zone (EEZ) mapping. Categories 1-4 are of great interest to and would strengthen considerably the Santa Cruz marine geology activities. The BPMG scientists desire a close connection with a research university and advantages to Santa Cruz include easy BPMG facilities, research support for both graduate and undergraduate students, jobs for students, co-sponsored seminar series and conferences, and expanded possibility for collaborative research.

Although BPMG is not likely to totally relocate at this time, sub-units or research clusters might be movable over time. Space for an 80,000 square foot research and office building (and parking), perhaps constructed in about 20,000 square foot increments should be included in land-use planning.

12. U.S. Fish and Wildlife Service

Through a cooperative agreement the U.S. Fish and Wildlife service has established the Santa Cruz Unit at UCSC. Research by this units has focused upon nearshore ecology and the role of sea otters in the nearshore. The U.S. Fish and Wildlife Service has initiated discussions about the development of a California Research Laboratory to study waterfowl issues. Long Marine Lab is a possible site because of the proposed graduate program in Conservation Biology and the Marine Vertebrate Biology, Nearshore Ecology, and Environmental Toxicology programs. In addition, the two affiliated oil spill response facilities described above is a further attraction. Discussions about a California Research Lab are in the most preliminary stages with decisions about size, site location, and funding a few years away. About 1.5-2 acres of indoor/outdoor space would be needed.

13. University-Industry Interactions

The Long Marine Lab is on the open coast and has excellent sea water. The lab already is a magnet for coastal dependent activities such as marine aquaculture. Space at and adjacent to Long Marine Lab should be designated for coastal dependent industries that have the potential for substantial interaction with core academic activities at the lab. Land clearly designated for coastal dependent activities such as marine aquaculture and other activities would also be supportive of research activities at Long Marine Lab.

A. INTRODUCTION

UCSC is a tremendous resource and vital part of the community. Presently only the developed half of the campus is within the City limits. It occupies some 15% of City land making it a large factor in how the City looks. Its beautiful setting is enjoyed by many city residents who also avail themselves of recreational, educational, cultural, and social opportunities of the campus.

It is clear that Santa Cruz would not be as diverse, urbane, and economically strong a community without UCSC. At the same time, the University, by virtue of its size and growth brings major impacts to the community in terms of housing, traffic and services.

The University's existence and growth are particularly difficult for the community because, as a State agency, UCSC claims exemption from local planning laws. Therefore there is no direct way in which the City can influence university growth. The City has to rely on persuasion to convince the University to address City concerns. In 1988, citizens passed an ordinance establishing City policy concerning university growth and its impacts. Those policies are included in the goals, policies and programs of this section.

In May of 1989, the Regents of the University of California adopted a Long Range Development Plan (LRDP) for the UCSC campus. It covers a period to 2005 and lays the groundwork for a student enrollment increase from 7,500 to 15,000. The Plan speaks primarily to on-campus physical development needs. Several of its policies, and impact mitigation in the EIR, are important to the community and have also been included in this summary of City policies. They include a goal to house certain percentages of students, faculty and staff on campus to diminish housing impacts on the community, and to pay for certain infrastructure costs attributable to campus development.

Recognizing the importance of the UCSC/community relationship, the Long Range Development Plan calls for five measures to ensure that environmental impacts of future development are fully assessed and received:

1. Schedule annual meetings for the duration of the LRDP between the Chancellor and the Mayor to review the University's capital program and to discuss potential community effects of upcoming projects. The purpose of these meetings will be to ensure closer coordination in the planning processes of the University and the City and to provide an early opportunity for City input to University plans.
2. Prepare focused Environmental Impacts Reports (EIRs) on *all* future major capital projects of the campus (defined as new construction projects of greater than two million dollars in construction costs in 1987 dollars as measured by the Engineering News Record index). Such a process will permit informed and reasoned decisions to be made by the campus and The Regents as to whether existing infrastructure and adopted mitigation measures described in the LRDP

EIR or the individual project EIRs are sufficient to support the continued phased development of the campus.

3. Establish detailed baseline data for community housing stock, on-campus housing, and infrastructure (traffic, water, sewer) in the EIR associated with this LRDP. Each successive individual project EIR (new colleges, laboratories, theaters, etc.) will assess the incremental and cumulative effects of the continued development of the campus on these services, and maintain updated baseline data for subsequent EIRs. Such a process will aid the community and the campus in assessing the incremental and cumulative impacts of campus growth and the extent to which the goals and mitigation measures of the LRDP are being achieved over time.
4. Establish an Environmental Assessment Unit staffed by qualified environmental professionals to conduct and/or review environmental impact documents independent of the building project managers. This unit will be responsible for monitoring community reactions to campus growth, encouraging and soliciting community input on growth-related issues, and ensuring that community views are considered at early stages of the planning process.
5. Submit preliminary drafts of sections of individual project EIRs to the appropriate City departments for informal review, comment, and consultation with regard to the adequacy and accuracy of technical information prior to completion and publication of Draft EIRs.

B. UCSC

GOALS, POLICIES AND PROGRAMS

GOAL UC1: Work with UCSC to minimize and mitigate the adverse effect of its growth on the community, while encouraging active cooperation on jointly beneficial projects.

Policies and Programs:

- 1.1 Meet periodically with University representatives to maintain open channels of communication and provide opportunities for UCSC to participate in local planning matters by appointing UCSC representatives to relevant advisory bodies and reciprocal appointments of City representatives to UCSC committees.
- 1.2 By 1993, or when the campus enrollment reaches 11,000, request the University to reevaluate the environmental impacts of growth and ascertain whether the assumptions and conclusions of the Final LRDP EIR continue to be valid.
- 1.3 Expand services to UCSC contingent upon the University's success at meeting its housing goal and mitigation measures.

- 1.4 Expect the University to plan its enrollment growth in a way which mitigates the impact of enrollment on the community.
- 1.5 Expect the University to meet its housing goal of housing on campus 70% of its undergraduates, 50% of its graduate students, and 25% of faculty and staff recruited from outside Santa Cruz, and monitor the achievement of this goal.
 - 1.5.1 Count off-campus housing towards the UCSC housing goal if it is built or master-leased by the University, or if it is occupied by University-related population with University assistance, while ensuring enhanced circulation linkages between the City and UCSC to mitigate traffic impacts.
- 1.6 Require adherence to the CEQA in mitigating significant adverse impacts of University growth, in accordance with the LRDP mitigation measure:
 - 1.6.1 In accordance with the expressed intent of the LRDP, increased undergraduate student enrollment will be accommodated primarily in collegiate residential development.
 - 1.6.2 Colleges will be planned for completion on the basis of one new college for every undergraduate increase of 1,000 students.
 - 1.6.3 Each college will be planned to serve approximately 1000 enrolled students with a minimum of 750 bed spaces for the purpose of accommodating all freshmen plus residential life staff and a sufficient number of upper-division and graduate students as necessary to provide role models for the University's youngest students. This housing could be provided in dormitory-type or apartment units. The bed spaces will be planned for occupancy at the time of completion of each college's academic facilities. The remainder of bed spaces will be completed no later than three years after completion of the initial bed spaces.
 - 1.6.4 Increased housing to bring the 1981-88 on-campus undergraduate and graduate housing percentages to the goals established in the LRDP will be scheduled in accordance with straight line projections between 1981-88 and 2004-01.
 - 1.6.5 Inclusion area projects to bring the 1981-88 on-campus housing percentage to the goals established in the LRDP for faculty and staff housing will be scheduled in accordance with a straight-line projection between 1981-88 and 2004-05. Housing demand will be accommodated no later than three years from the time the campus drops below this straight-line projection.

- 1.6.6 The University will establish a planning and construction schedule with sufficient lead time to allow occupancy of housing at the projected dates.
- 1.6.7 Three-quarter average FTE student enrollment levels shall not exceed 11,000 in any academic year prior to the year 2001 without appropriate environmental review in accordance with the requirements of CEQA.
- 1.7 Approve the expansion of services to UCSC only as required by law, or as they mitigate particular impacts.
 - 1.7.1 If on-site water resources prove to be inadequate, the University will, upon the City's final improvement of the development of financially and technically feasible new sources of water or of improvements to the delivery system sufficient to serve projected water demand as set forth in the Final EIR, negotiate with the City to determine the reasonable marginal capital cost of developing such new sources or system improvements as to provide for the projected on-campus need as set forth in the Final EIR. Provided that the city contractually dedicates such marginal capacity to serve the projected on-campus needs, the University will reimburse the agreed-upon amount through user charges, hook-up fees, or such mechanisms as may be negotiated between the University and the City.
 - 1.7.2 The University will monitor the average annual demand on Pump 2. When average annual demand reaches 826,000 gpd, the University will notify the City, and will negotiate with the City to determine the reasonable cost of upgrading the capacity of pump 2 to serve the University's needs under the maximum housing scenario as projected in the final average EIR. Upon the City's final approval of the upgrading pump 2 to the agreed upon capacity, the University will perform the upgrade or will reimburse the agree-upon amount to the City through such mechanisms as may be negotiated between the University and the City.
 - 1.7.3 The University will monitor the average annual demand on Pump 6. When average demand reaches 194,000 gpd on Pump 6, the University will notify the City, and will negotiate with the City to determine the reasonable cost of upgrading the capacity of pump 6 to serve the University's needs under the maximum housing scenario as projected in the final average EIR. Upon the City's final approval of the upgrading Pump 6 to the agreed upon capacity, the University will perform the upgrade or will reimburse the agree-upon amount to the City through such mechanisms as may be negotiated between the University and the City.

- 1.7.4 Upon the City's final approval of the upgrading of the capacity of the Arroyo Seco main and Oxford Street main, the University will negotiate with the City to determine the reasonable marginal cost of sizing the upgrades to provide for the projected on-campus use as set forth in the Final EIR (or more current information if available). Provided that the City contractually dedicates such marginal capacity to serve the projected on-campus needs, the University will reimburse the agreed-upon amount through user charges, hook-up fees or such mechanisms as may be negotiated between the University and the City.
- 1.7.5 The University will, upon the City's final approval, at any time prior to 2001, of the development of the expanded treatment capacity sufficient to serve the projected on-campus needs, negotiate with the City to determine the reasonable marginal cost of expanding treatment capacity to provide for the projected on-campus use as set forth in the Final EIR. Provided that the City contractually dedicates such marginal capacity to serve the projected on-campus needs, the University will reimburse the agreed-upon amount through user charges, hook-up fees or such mechanisms as may be negotiated between the University and the City.
- 1.7.6 The University will, upon CalTrans' undertaking of the Mission/Chestnut and the Mission/Bay intersection improvements, negotiate with the City to determine the University's reasonable pro rata share of the local cost share of such improvements based upon the LRDP's projected impact on such intersections as set forth in the Final EIR, and will reimburse the agreed upon amount through such mechanisms as may be negotiated between the University and the City.
- 1.7.7 Contingent upon the County's final authorization of construction of the Eastern Access, the University will negotiate with the County to determine the reasonable cost of constructing the Eastern Access, and will reimburse to the County fifty percent of the agreed-upon cost which are not otherwise funded directly to the County by CalTrans or other funding agencies, through such mechanisms as may be negotiated between the University and the County.
- 1.7.8 In the event that: (a) the Eastern Access is constructed by the County, and (b) a local cost share is required to implement the improvements to Highways 1 and 9, then the University will reimburse to the City one third (1/3) of the local cost share of such improvements through such mechanisms as may be negotiated between the University and the City, provided that the City and county have collectively contributed two thirds (2/3) of the local cost share of such improvements.

- 1.7.9 The University will monitor the Coolidge/Hagar intersection by hose count annually for a one-week period during the regular session of the Fall academic quarter. When CalTrans signal warrant criteria are met, the University will notify the County and will negotiate with the County to determine the reasonable cost of signalizing the Coolidge/Hagar intersection. Upon the County's final approval of signalizing the Coolidge/Hagar intersection, the University will signalize the Coolidge/Hagar intersection, or will reimburse the agree-upon amount to the County through such mechanisms as may be negotiated between the University and the County.
- 1.7.10 The University will monitor the Heller/Empire Grade intersection annually for a one-week period during the regular session of the Fall academic quarter. When CalTrans signal warrant criteria are met, the University will notify the County and will negotiate with the County to determine the reasonable pro rata share of the cost of signalizing the Heller/Empire Grade intersection based upon the LRDP's projected impacts on such intersection as set forth in the Final EIR (or more current information, if available). Upon the County's final approval of signalizing the Heller/Empire Grade intersection, the University will reimburse the agree-upon amount to the County through such mechanisms as may be negotiated between the University and the County.
- 1.7.11 The University will provide the results of campus traffic counts to the City on an annual basis. The University will, upon the City's final approval to signalize the intersection of, respectively, Western/Empire Grade and Laurel/King, negotiate with the City to determine the reasonable pro rata cost of signalizing, respectively, Western/Empire Grade and Laurel/King based upon the LRDP's projected impacts on such intersections as set forth in the Final EIR (or more current information if available).
- 1.7.12 Provided that the City, within two years of the date of LRDP approval, places the road surface of Bay Street between Escalona and Mission Streets in good condition, then the University will, in 1997, negotiate with the City to determine the reasonable cost of resurfacing (asphalt overlay) those portions of Bay Street where there is evidence of road surface deterioration directly attributable to LRDP construction activities. Upon the City's final approval of such resurfacing, the University will perform such resurfacing or reimburse the agreed-upon amount to the City through such mechanisms as may be negotiated between the University and the City.
- 1.7.13 At the point where the University requires extension or upgrades of services, evaluate the service extension or upgrade needs in light of the University's attainment of its housing goal.

- 1.8 Coordinate local efforts with the Association of University communities and the County to achieve UCSC adherence to its housing and mitigation measures.
- 1.9 Work with the University in efforts to develop housing off campus, where appropriate, and count such housing towards meeting the University's housing goals.

WESTERN DRIVE MASTER PLAN

Adopted in Concept September 11, 1979

A. INTRODUCTION

The Western Drive Master Plan was prompted by neighborhood concerns over how Western Drive area was being developed. The Plan was developed to address a wide range of resident concerns including preservation of the area's unique rural characteristics, the desire to provide adequate housing opportunities and service improvement (such as improvement of Western Drive), and also protecting and providing access to Moore Creek Corridor and Arroyo Seco. The Western Drive Master Plan also developed guidelines and recommendations for drainage planning, building/infrastructure design, and landscape materials for the area. The Moore Creek Corridor Access and Management Plan should be consulted for more specific policies and programs for areas more immediately adjacent to Moore Creek.

B. BACKGROUND

The subject of the Western Drive Master Plan is a narrow marine terrace approximately 6500 feet in length near the City's western edge. The terrace is bounded by deep, steep-sided canyons and ravines. Moore Creek Canyon lies to the west and Arroyo Seco to the east separating Western Drive from the more intensely developed portions of the City. (See Map ASP-21)

There are significant environmental constraints in the Western Drive Master Plan area, particularly in Moore Creek Canyon and Arroyo Seco. These areas are characterized by steep slopes and are highly susceptible to soil erosion and fire. The canyon areas also provide important wildlife habitat and are important scenic areas. A number of recommendations included in the Master Plan and Moore Creek Corridor Plan were developed to preserve and enhance these resources and also protect against potential loss of life.

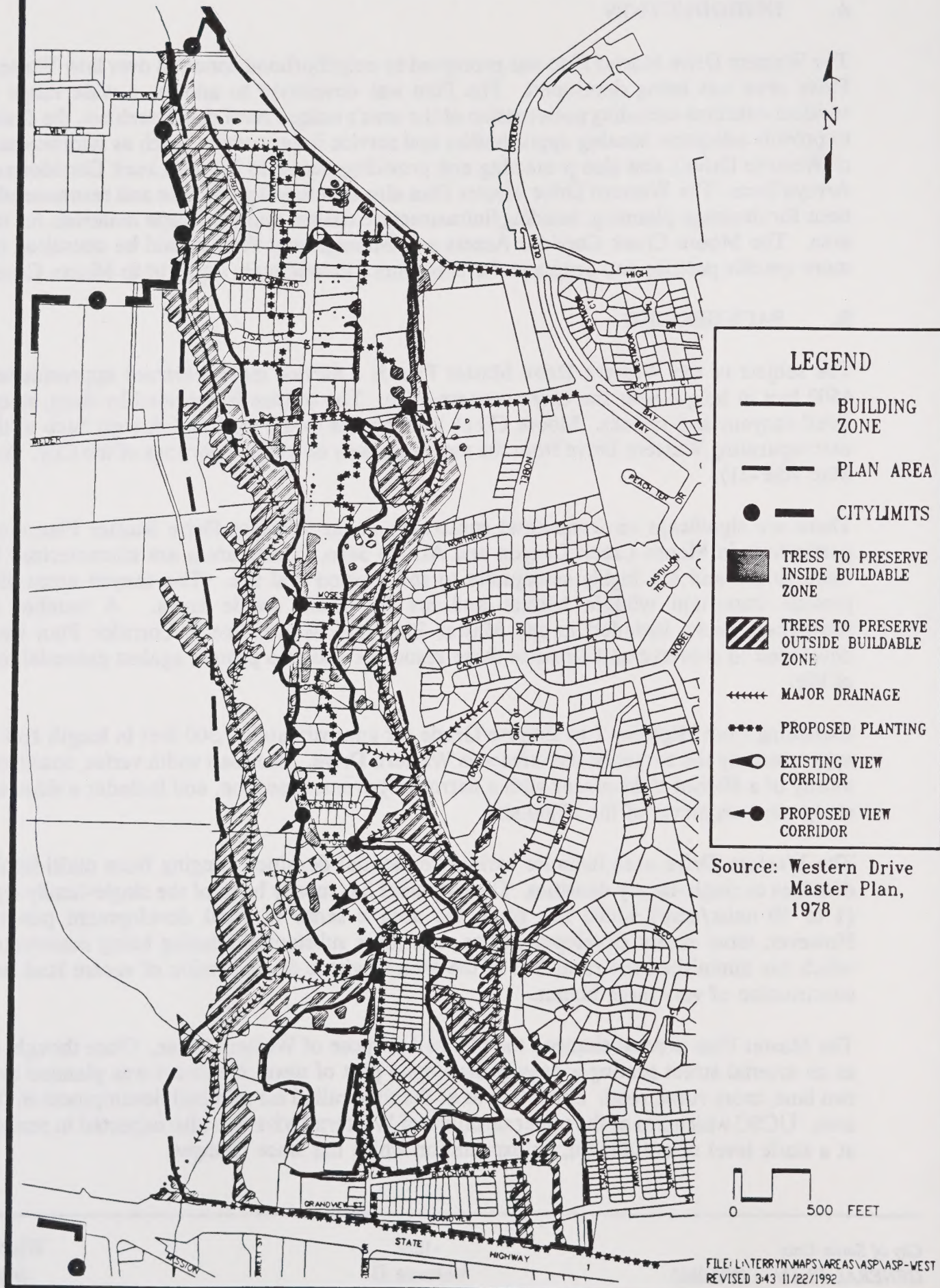
Extending from Highway 1 to Empire Grade for approximately 7,300 feet in length and in approximately the center of the terrace is Western Drive. The road width varies, consisting mostly of a 40-foot right-of-way with a narrower pavement section, and includes a sidewalk along most segments of the alignment.

The Western Drive area includes various residential densities, ranging from multi-family densities to single-family densities. Development has mostly been of the single-family type (1 to 10 units/acre) which has given the area a sense of rural development pattern. However, more recent development has seen more substantial housing being constructed which has diminished the rural feel of the area by virtue of conversion of vacant land and construction of very large homes.

The Master Plan process changed the planned purpose of Western Drive. Once thought of as an arterial street serving a heavily developed part of town, the street was planned as a two lane, more rural, road. Expectations at the time called for minimal development in the area. UCSC which lies at the upper terminus of Western Drive was also expected to remain at a static level of enrollment, an expectation which has since changed.

MAP ASP-30: WESTERN DRIVE AREA

The City of Santa Cruz, California



C. WESTERN DRIVE AREA PLAN (WD) GOALS, POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY

-  1.1 Preserve the existing trees. (WD, p. 35)
 - 1.1.1 Preserve existing trees and groves that demarcate adjacent canyons. (WD, p. 44)
-  1.2 Protect the quality of the adjacent canyons. (WD, p. 35)
-  1.3 Rehabilitate disturbed areas by planting trees, shrubs, ground cover and natural grasses to reduce the visual impact of road widths and cut banks. (WD, pp. 35 and 43)
-  1.4 Require a varied building setback from steep slopes for new development. (WD, p. 44)
-  1.5 No structures shall be constructed on the steep slopes in accordance with Conservation Regulations. (WD, p. 44)

COMMUNITY DESIGN

-  2.1 Preserve the rural character of the area where it now exists. (WD, p. 35)
- 2.2 Employ and monitor design criteria to continue the rural character in newly developed and existing areas. (Illustration 18, p. 43, Rural Quality, Western Drive Master Plan)
- 2.3 Underground the overhead utilities. (WD, p. 42)
-  2.4 Preserve existing trees and prune selected groves to create distant views. Retain the integrity of the landscape in all areas. (WD, pp. 43 and 44)
-  2.5 Retain the landscape quality of Western Drive by preserving trees in the public domain. (WD, p. 42)
- 2.6 Streets and driveways, including cul-de-sac and loop roads shall be designed so as to maintain a rural character. (WD, p. 43)
-  2.7 Preserve existing and establish, additional view corridors. (WD, p. 43)

-  2.8 Establish relatively large lots adjacent to Western Drive and Moore Creek Corridor in future subdivisions. (WD, pp. 43 and 44)
-  2.9 Establish a varied building setback line for all properties adjacent to Western Drive. (WD, p. 43)
-  2.10 At the rear property lines and/or at the varied setback lines, plant naturalized hedges or trees to screen and reduce the impact of subdivided areas. The location and variety of trees should respect the spatial framework and character established by the canyons. (WD, p. 43) (See Tables ASP-22 and ASP-23)

Table ASP-31

**Western Drive Meadows and Areas
between Setback Line and Landscaping**

1. Seed with native grasses and wildflowers:

80 - 100 lbs. per acre:

- 40% Alta Fescue
- 30% Perennial Rye
- 10% Alyssum
- 5% Lupine (Drawf and Bush)
- 5% Mustard

2. Plant as orchards in grasses or as a tilled area.

3. Plant as vegetable gardens or flower gardens, pine tree farms, grazing areas, nursery stock, pumpkin fields, native plant growing areas or berry planting.

Recommended Landscape Materials — Western Drive Area

Plant Material

Hedge Rows: (4' - 12' on center, staggered, uneven planting)

E **	Eucalyptus lehmannii	Bushy Yate	Dense small tree	20' - 30'
E **	Eucalyptus leucoxylon	White Iron Bak	Upright, open	20' - 80'
E **	Eucalyptus globulus	Blue Gum	Tall, massive	100' - 150'
E **	Eucalyptus globulus	Dwarf Blue Gum	Dwarf Blue Gum	60' - 70'
E *	Cupressus macrocarpa	Monterey Cypress	Dark, green pyramidal	40' - 60'
E	Cupressocyparis leylandii	Leland Cypress	Upright, fast-growing	40' - 50'
E *	Rhamnus californica	California Coffeeberry	Shrubby	6' - 10'
E	Rhamnus alaternus	Italian buckthorn	Shrubby	8' - 12'
D *	Platanus racemosa	California Sycamore	Tall, spreading	50' - 100'
D *	Aesculus californica	California buck-eye	Shrubby	10' - 20'
E *	Fremontodendron mexicanum	Southern Flannel Bush	Bushy, yellow	8' - 15'
E *	Pinus radiata	Monterey Pine	Open tree	60' - 100'
E *	Sequoia sempervirens	Coast redwood	Fast growing	100' - 300'

Trees Adjacent to Street Areas: (tree groves and masses 8' - 15' spacing staggered, uneven planting)

	Eucalyptus laucoxylon	White Iron Bark		
*	Cupressus macrocarpa	Monterey Cypress		
	Cupressocyparis leylandii	Leland Cypress		
	Acacia melenoxylon	Black Wood Acacia	Round form, fast-growing	30' - 40'
*	Pinus radiata	Monterey Pine		
*	Umbellularia californica	California Bay	Large, round tree	25' - 75'
*	Sequoia sempervirens	Coast redwood		

E = Evergreen

* = California Native

D = Deciduous

** = Quasi-native

NOTE: Deciduous trees shall be used where they are not screening a structure.

-  2.11 Establish hedge and tree rows along selected segments of Western Drive to reduce the impact of existing subdivided areas. (WD, p. 43)
-  2.12 Refer to a plant materials list to develop landscape plans that maintain the existing spatial framework established by the canyons. (WD, p. 43) (See Tables ASP-22 and ASP-23)
-  2.13 Develop standard for maximum lot standard coverage, including, driveway and on-site parking area. (WD, p. 44)

CIRCULATION

- 3.1 Maintain safety for motorists, pedestrians, and cyclists with minimum impact to development and landscaping. (WD, p. 35)

- 3.2 Maintain the street width at two (2) travel lanes, 24-28' maximum width varying to accommodate terrain and landscape. Parking shall be accommodated in occasional bays north of Western Court. For the more southerly section of the street, one parking lane shall be provided, with bays where feasible, creating a maximum street width of 32' for all newly developed street sections. (WD, p. 41)
- 3.3 Improve Western Drive by repaving as a modified ruralized roadway, with an attractively designated exposed aggregate curb and gutter. (WD, p. 41)
- 3.4 Establish a pedestrian path, preferably along the westerly side of Western Drive, surfaced with asphalt, to provide for pedestrian circulation and to accommodate occasional cyclists. The path should be designed to incorporate curvature and vary in its distance from the curb as is appropriate to specific locations. (WD, p. 42)
- 3.5 Realign the road, where possible, as indicated on the Master Plan Map to gain a more open, scenic corridor, to reduce speed and to provide a safer intersection at High Street. At designated intersections, provide lighting and install stop signs for safety. (WD, p. 42)
- 3.6 Improve the Western Drive/Highway 1 intersection and cul-de-sac the western end of Grandview Street. (WD, p. 42)
- 3.7 Minimize the number of driveways and streets along Western Drive. (WD, p. 42)
 - 3.7.1 In areas designated on the Master Plan Map, require multiple owners to participate in the development of a specific plan, so that subdivided properties will be served by cul-de-sac or loop roads. (WD, p. 42)
 - 3.7.2 In other areas, minimize entrances by maintaining one driveway for each existing lot and allowing only one additional entrance for a number of newly created parcels. (WD, p. 42)
- 3.8 Designate appropriate bus stop locations, and design shelters, benches, path and street sections, street signs, lighting and fencing that retain the rural character of the area. (WD, p. 44) (See Section D)

COMMUNITY FACILITIES AND SERVICES

- 4.1 Establish a local drainage system which returns water into the soil and/or canyons. (Illustration 3, Right-of-Way, p. 41, Western Drive Master Plan)
 - 4.1.1 Initiate on-site drainage planning to return water to the soil and/or into the canyons away from Western Drive in newly subdivided areas. (WD, p. 44) (See Section E)

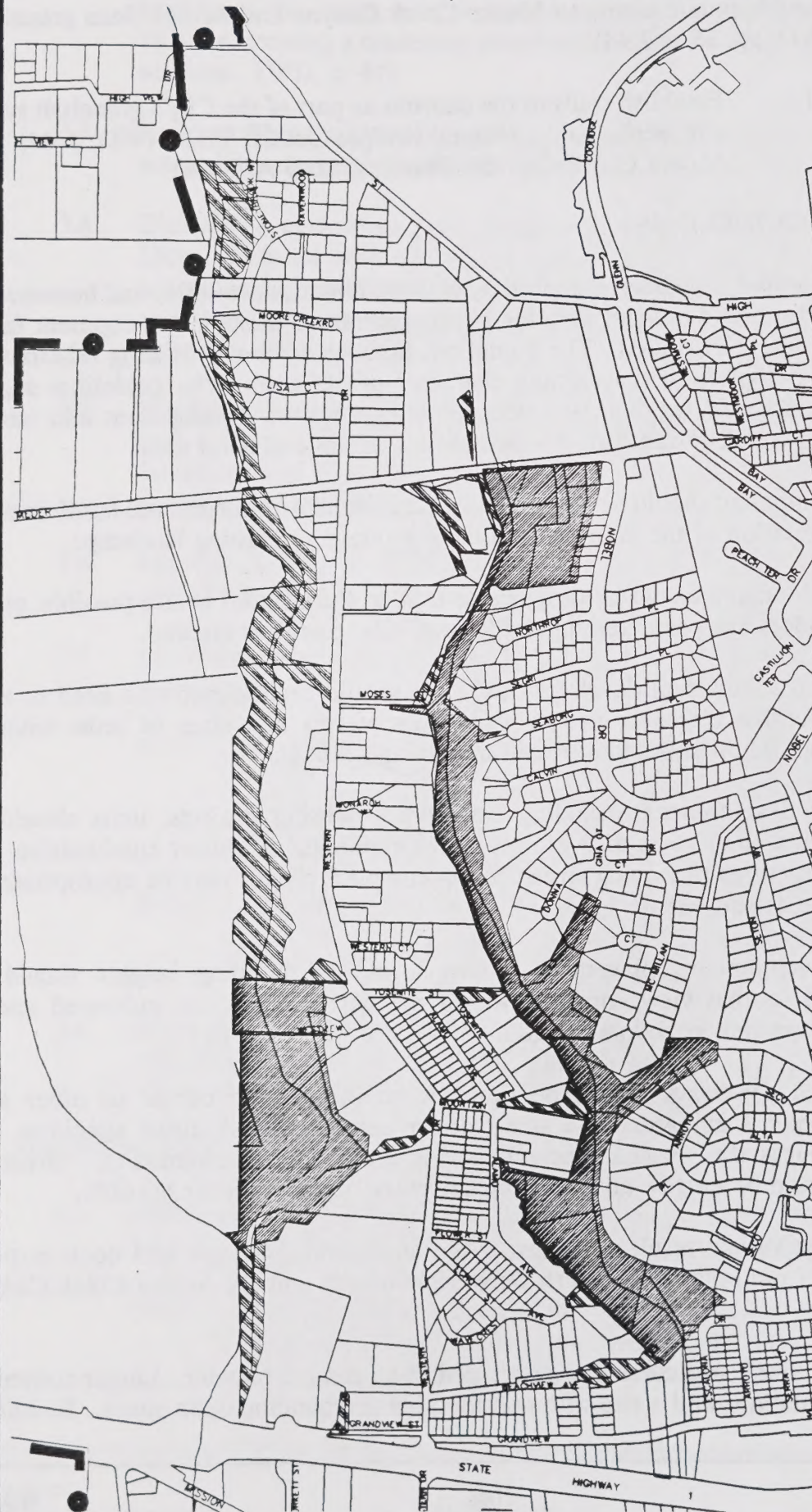
-  5.1 Provide public access to Moore Creek Canyon and Arroyo Seco greenbelts. (WD, pp. 35 and 44)
- 5.1.1 Establish trails to the canyons as part of the City's greenbelt system connecting to the Natural Bridges Coastal Trail. (WD, p. 44) (See Moore Creek Corridor Plan and Map ASP-24.)

D. DESIGN GUIDELINES

Draft design guidelines have been prepared to assist architects, developers and homeowners in planning for new development and for improvements to existing development in the Western Drive Master Plan area. The guidelines function to clarify existing relationships and to sensitize designers to the existing character of the area. The guidelines suggest design methods that can result in a successful integration of development and natural environment, and create a transitional area between urban and rural uses.

1. New development should be designed to be consistent with the natural landforms and major vegetation of the area and to take advantage of existing landscape.
2. New development should be designed so that, to the greatest extent possible, public view corridors are preserved and additional view corridors created.
3. In standard subdivision developments, units should be designed and sited so as to avoid repetitive elements and to vary sizes of lots and sizes of units within a subdivision. Units should be placed at varying setbacks.
4. In cluster development, including community housing projects, units should be designed and sited so as to avoid repetitive elements. A cluster combination may include structures of varying sizes. "Farm-complex" cluster may be appropriate for small scale developments.
5. In all developments, placement of structures and building heights should be modulated so that view corridors within the development are enhanced and, if possible, new view corridors created.
6. Streets and driveways should be designed to incorporate curves or other such modulations. A curvature in a street design serves to block direct sightlines, and hence reduces the visual impact of moving and parking automobiles. Driveway widths should be narrow and common driveways used wherever possible.
7. Unit design should result in removing the automobile, garages and open carports from view from both the Western Drive right-of-way and the Moore Creek Canyon corridor.
8. In general, small structures may be shaped in an austere manner. Larger structures need modulations and a site with considerable surrounding open space. Building

MAP ASP-33: PROPOSED AND EXISTING EASEMENTS
IN THE WESTERN DRIVE AREA
The City of Santa Cruz, California



LEGEND

- — CITY LIMITS
- EXISTING CITY EASEMENTS
- ▨ PROPOSED CITY EASEMENTS

Source: Western Drive
Master Plan,
1978

0 500 FEET

height and bulk should relate directly to the amount of open space and not overwhelm the site.

9. Exterior materials should reflect rural building concepts. Materials such as shingles or horizontal siding may be appropriate, while prestressed concrete would normally be associated with a rural character.
10. Roof materials and shapes are extremely important to the character of the area. Characteristic of rural architecture are hip roofs, salt-box shapes, gables with dormers, and gambrels. Common materials include shakes and shingles, both wood and composition.
11. New development should avoid the use of elements that are associated with urban uses, such as large expanses of plate glass and other reflective materials, such as plastic and aluminum. This is especially important for elevations facing the Western Drive right-of-way.
12. Colors should be chosen from a series of muted earth-tones, reflecting a natural or weathered feeling. In conjunction with specific designs, white or barn-red may be appropriate.
13. Materials should be those normally associated with a specific building style.
14. Fencing should follow a rural pattern using an open post construction. In certain instances, it may be appropriate to reconstruct some of the unique designs existing in the area, including stone posts and hinged gates.
15. Units constructed along Western Drive should be placed on large lots and sited away from the street at varying setbacks.
16. For units facing Western Drive, urban elements such as balconies and open decks should be avoided. Design modifications that reflect rural design characteristics, for example the use of porches, should be attempted. For example, it may be appropriate to reflect the spatial feeling of a porch by designing a deck with a trellis canopy.
17. Units developed along Moore Creek Canyon should be sited and designed to minimize the visual impact on the canyon area.
18. Units developed along Moore Creek Canyon should be placed at varying setbacks from the slope setback line.
19. Accessory structures on properties adjacent to the Canyon should be minimized and substitutes developed consistent with the natural environment. For example, landscaping, rather than fences, may be used to delineate private yard areas.
20. Where lots abut public access points to the canyon corridors, dwelling units should be sited at a distance from the accessway to enhance the feeling of open space.

Proposed fences near public access points must be sensitively placed and designed so as not to disturb the visual continuity of the open area.

FENCE MATERIALS (No Paint)

1. Rough-cut posts with three strands of wire.
2. Rough-cut posts with two to three horizontal rough wood members.
3. Rough-cut posts with rough weathered verticals (grape stake), minimum 3'-0" high. Sheep type fence.
4. Rough-cut posts with 2" x 2" x 4" square wire mesh.
5. Fences at buildings for patios, service yards, etc. shall be an integral part of the structure.

BUS STOPS, SIGNS, LIGHT POSTS AND OTHER ACCESSORIES

1. Rough wood posts or poles minimal 6" x 6" dimension, pressure treated.
2. Seal all wood with transparent weathering stain or wood seal with pentasceal or equal.
3. Bus stop roofs shall be shed roof, wood or shingle or a non-reflecting material.
4. Street light fixtures shall be shielded from glare into residences and shall be at maximum height of 20'.
5. Signs: Except for required traffic signs, all signs shall be wood with routed and painted letters or of an approved non-reflective surface.
6. Mail boxes and newspaper boxes shall be wood or a standard utilitarian box, non-reflective. Banks of mail boxes shall be set on one platform and shall be plush. Plastic shall be discouraged.

E. WESTERN DRIVE MASTER PLAN DRAINAGE GUIDELINES

1. To the greatest degree possible, roads, driveways and structures should be constructed in such a manner so as to maintain the existing surface water runoff pattern. The existing topography of developable properties will have to be studied closely, as well as the existing hydrologic regime.
2. Attempts should be made to reduce the amount of impervious surface produced through the development of streets and driveways by narrowing street widths and substituting pervious materials where possible. Reducing the amount of asphalt by utilizing a system of one-way driveways, or utilizing diagonal parking may be

appropriate in certain instances. Common driveways should be utilized whenever possible.

3. Clustering dwelling units to the same density as that permitted under single-family subdivision standards, but on a smaller land area, results in a significant reduction in land coverage. Not only do the dwellings themselves cover less of the landform, but fewer residential streets and driveways are generally required.
4. Parking should be covered. This reduces the amount of exposed contaminants that would be gathered by moving surface water. Vacuum street sweeping of streets and exposed parking areas produces a significant reduction in sediment.
5. Retain existing vegetation on slopes adjacent to Moore Creek.
6. Extensively revegetate slopes adjacent to Moore Creek that will be receiving increased amounts of runoff.
7. Landscape design for this area should avoid the use of plant materials that require extensive irrigation. This is especially important in areas that approach the sloped line.
8. Dense planting should be encouraged. A relatively dense planting retains rainwater, holds it and allows it to evaporate, rather than flow across the land surface. This process also results in a reduction in the amount of sediment, and hence the amount of pollutants, carried to the Canyon.
9. Landscaped buffer areas between roads, parking areas and homes should be utilized to slow down storm water runoff.
10. In cases where rainfall concentrating on roofs would cause sheetwash, rain gutters should be installed to channel the runoff. The force of the water coming from the gutters should be dissipated.
11. The use of dry wells and seepage pits should be investigated. In the Western Drive area, a large-scale use of this type of mitigating measure does not seem feasible, due to the type of soils in the area.
12. The use of storm water retention ponds or basins may be appropriate in certain instances. Storm water retention ponds hold the drainage from a heavy storm and allow it to feed into a creek at a controlled rate. This reduces the possibility of streambed erosion during high water flows.
13. When a mitigating measure concentrates runoff in sufficient amounts to require sedimentation control, devices such as sand and gravel filters should be designed so as to minimize the possibility of clogging through siltation. The amount of maintenance required to keep such systems functioning should be carefully evaluated.
14. Grading should not take place during the wet season. All grading should be done in conformance with Ordinance provisions for grading and Conservation Regulations.

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